The Sydney Morning Herald.

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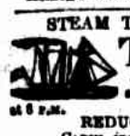
STEAM TO CLARENCE RIVER.

THE PHŒNIX, steamer, will start for the above district, on Friday (this) Evening, at eight P. M.
Kellick's Wharf, June 16. 10,019

STEAM TO MORETON BAY.



THE STEAM-PACKET TAMAR, J. Allen, Commander, will sail THIS DAY, FRIDAY, at 6 P.M.

REDUCED FARES:—
CABIN, *including provisions*, £5.
STEERAGE, *do do*, £2.
JAMES PATERSON, Sec.
H.R.S.N. Co.'s Wharf. 9996

FOR BOYD TOWN, PORT PHILLIP AND ADELAIDE.

CALLING OFF BELFAST AND PORTLAND BAY TO LAND AND RECEIVE PASSENGERS, WEATHER PERMITTING,

THE STEAM-SHIP JUNO, R. J. F. Kinsopp, R.N., Commander, will sail positively for the above ports, on MONDAY, the 26th June, at three, P.M.

The Juno will continue to run regularly between Sydney, Boyd Town, Port Phillip, and Adelaide.

CABIN FARES.
Exclusive of Wines and Spirits.

	£	s.	d.
To Port Phillip and Adelaide, including provisions ..... Steward's fee, 5s.	10	0	0
To Boyd Town, exclusive of provisions ..... Steward's fee, 2s. 6d.	2	0	0
From Port Phillip to Adelaide, exclusive of provisions ..... Steward's fee, 2s.	5	0	0
From Port Phillip to Belfast, or Portland Bay, exclusive of provisions ..... Steward's fee, 2s. 6d.	3	0	0
STEERAGE			
To Port Phillip or Adelaide, exclusive of provisions ..... Steward's fee, 2s. 6d.	4	0	0
To Boyd Town ..... Steward's fee, 1s.	1	0	0
From Port Phillip to Adelaide ..... Steward's fee, 2s.	2	10	0
From Port Phillip to Belfast or Portland Bay, ... Steward's fee, 1s.	1	10	0

On the return passage, the cabin fare from Port Phillip to Sydney will be reduced to £8, and in the steerage to £3 10s.

The trips of this vessel will afford an excellent opportunity to tourists of visiting, within the short space of three weeks, the most important portions of the southern coast of Australia; and her stay at Adelaide will be so regulated as to enable passengers to visit the mines. Apply to
9949 BOYD AND CO.

THE FIRST AND ONLY VESSEL IN PORT FOR MORETON BAY.

THE fine Schooner VIXEN, Charles Currie, now loading at the Commercial Wharf, having received the greater part of her cargo, will positively sail on Tuesday, the 20th instant.

For freight or passage apply to the Master, on board; or to
THOMAS CROFT,
Commercial Wharf.
June 15. 10,062

FIRST VESSEL FOR MELBOURNE.

THE well-known schooner PHŒBE, Captain George Bennett, is detained until Tuesday morning.

For light freight and passage only, having superior accommodation, apply on board, at the Flour Company's Wharf; or to
SHEPPARD AND ALGER,
Packet Office, 470, George-street.

Shippers are requested to complete their shipments This Day, if possible. 9953

FOR MELBOURNE.
TO FOLLOW THE PHŒBE.

THE FINE BRIG PALMYRA, Captain Lindsay, will have quick despatch.

For freight or passage, having excellent accommodation, apply to
SHEPPARD AND ALGER.
Packet Office, 470, George-street. 10076

FOR MELBOURNE.

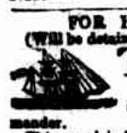
THE fine packet brig CHRISTINA, Saunders, master, will sail for the above port on Saturday, the 17th instant.

For freight or passage, having very superior accommodations, apply to the master, on board, at the Flour Wharf; or, to
SMITH BROTHERS, AND CO.,
9970 Sussex-street.

FOR MELBOURNE.

THE powerful Brigantine MINERVA, 120 tons, M'Arthur, master, daily expected. For freight or passage apply to
THOMAS HOVENDEN,
10088 Kellick's Wharf.

FOR HOBART TOWN.
(Will be detained until Tuesday morning.)



THE fine new packet-brig EMMA, 170 tons, R. F. Pookley, commander.

This vessel is fitted up with beds, bed linen, &c. She has a separate cabin fitted up expressly for ladies, which is replete with every comfort and convenience. All goods must be alongside before twelve o'clock on Monday, as the vessel will clear that day.

For freight or passage apply on board, at the Queen's Wharf; or to
JOHN MACNAMARA,
Queen-street.
June 16. 10080

FOR LAUNCESTON DIRECT.

THE SCHOONER ROSETTA, 85 tons, A. Winchester, master, will positively sail on Saturday, the 17th June.

For freight or passage apply on board, at the Flour Company's Wharf. 9973

FOR PORT FAIRY AND PORTLAND BAY.

THE favourite clipper schooner WILL WATCH, 78 tons, Staines, master, will sail on MONDAY next.

For passage only, having superior accommodations, apply to
THOMAS HOVENDEN,
10087 Kellick's Wharf.

FOR CALCUTTA DIRECT.

THE THETIS (under charter,) will be despatched for the above port, with horses, on the 15th proximo; there are (35) twenty-five stalls vacant.

The horses shipped in this vessel will be under the superintendence of Mr. Plaistowe.

Has excellent accommodations for passengers, and will carry a surgeon. For freight or passage apply to Captain Case, or to
9907 SMITH AND CAMPBELL.

FOR AUCKLAND DIRECT.
A REGULAR TRADER.
WILL CLEAR AT THE CUSTOMS ON MONDAY.

THE fine new Packet Brig MAID OF ERIN, 170 tons, Wm. Heslop, commander.

This vessel has room for about ten tons of freight, which must be on board before 12 o'clock on Monday, when the vessel will positively clear at the Customs, and sail as above. She has superior accommodations for cabin and steerage passengers.

For freight or passage apply on board, at the Queen's Wharf; or to
JOHN MACNAMARA,
Queen-street.
June 16. 10078

FOR PORT NICHOLSON DIRECT.

THE FINE BRIG REGIA, 181 tons, W. Johnson, commander, will sail for the above port on the 18th instant. For freight or passage apply to
Messrs. THACKER AND CO.,
Fort-street; or to
GEORGE THORNTON,
Custom House.

The above vessel will receive freight at the Miller's Point (late Moore's) Wharf. 9839

FOR MADRAS AND CALCUTTA.

THE A1 British built brig SALACIA, 296 tons O.M., G. Webster, commander.

For freight or passage apply to Captain WEBSTER, on board; or to
FLOWER, SALTING, AND CO.
15th June. 10077

FOR LONDON DIRECT.

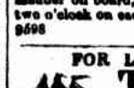
THE fine fast-sailing A 1 teak-built ship CITY OF POONAH, belonging to Messrs. Green, of Blackwall, 700 tons register, Christopher Nelson, commander, will positively sail, full or not full, two days after the arrival of the steamer Juno.

This vessel has but one stern and two side cabins disengaged, and will carry but a limited number of intermediate and steerage passengers; early application for passage is therefore requested.

The City of Poonah carries an experienced surgeon.

For freight or passage apply to the commander on board, from the hours of eleven to two o'clock on each day, or to
9698 BOYD AND CO.

FOR LONDON DIRECT.



THE first-class ship JANE CATHERINE, W. Wilson, Commander, now loading at the Circular Wharf, will sail positively on the 1st of July.

For light freight and passage apply to
TUCKER, LINGARD, AND CO.
June 15. 10,081

FOR LONDON.

THE well known barque HONDURAS, A1, 392 tons, H. Courtenay Cayzer, commander.

This vessel will have quick despatch. For freight or passage apply to
GILCHRIST AND ALEXANDER,
or to
FLOWER, SALTING, AND CO.
Sydney, June 1. 9378

FOR LONDON.

THE first-class British built barque MARCHIONESS OF DOUGLASS, 379 tons register, David Henderson, commander.

For freight or passage apply to
SMITH AND CAMPBELL;
or,
9602 ROBERT ROW AND CO.

FOR LONDON.

THE well-known fast-sailing barque SYDNEY, 345 tons register, John White, Commander.

Has now nearly all her cargo on board, and will sail 25th instant.

Apply to
FLOWER, SALTING, AND CO;
Or to
GILCHRIST AND ALEXANDER.
June 10. 9576

FOR FREIGHT OR CHARTER.

THE fine A1 Barque ANN BATES, 377 tons, Capt. P. Slaughter, now discharging at Campbell's Wharf, will be ready for sea in a few days.

Apply to Captain Slaughter, on board; or to
9504 SMITH AND CAMPBELL.

FREIGHT OR CHARTER.

THE A1 BARQUE VICTORIA, 450 tons. W. Linnington, Commander, now discharging her cargo at Campbell's Wharf, will be ready in a few days.

Should no employment offer, the above vessel will sail for Singapore about the 20th instant.

Apply to the Captain, on board; or to
9623 FLOWER, SALTING, AND CO.

FOR FREIGHT OR CHARTER.

THE fine teak-built ship *Mountstuart Elphinstone* 611 tons, A. Holton, commander, can proceed to any part of the world in ten days.

For sale, oil butts and water casks.

Apply to the commander.
At F. MITCHELL AND CO.'S,
10074 Queen's Wharf.

BANK OF AUSTRALIA.

A SPECIAL GENERAL MEETING of the Members of the Company of the Bank of Australia will be held at the usual place of business, George-street, Sydney, on SATURDAY first, the 17th instant, at two o'clock

J. WALKER,
Secretary and Cashier.
Sydney, June 13. 9968

AUSTRALIAN GENERAL ASSURANCE COMPANY
OFFICE No. 488, GEORGE-STREET, SYDNEY,
(Opposite the Barrack Gate.)

CAPITAL, £400,000 IN 4000 SHARES.

DIRECTORS.
John Lamb, Esq., M.C., Chairman
H. H. Browne, Esq., Deputy Chairman
John Alexander, Esq.
William Brown, Esq.
William Fanning, Esq.
Jacob L. Montefiore, Esq.

MARINE SURVEYOR.
Captain Ashmore, Kent-street North.

RISKS are taken on Goods, and Vessels of Forty-five Tons Register and upwards, to all Ports and Places; and applications received for Insurances daily from ten to three o'clock.

J. C. PHELPS,
9931 Secretary.

PARRAMATTA.

TO CONTRACTORS, BUILDERS, &c.

Commissariat Office, Sydney,
7th June, 1848.

TENDERS will be received at this Office until 12 o'clock, at noon of the 28th instant, for the performance of such services as may be required by the Royal Engineer Department (on the part of the Ordnance) in the undermentioned trades, at Parramatta, from the 1st July, 1848, to the 31st March, 1850.

TRADES.
Bricklayers', Masons', and Pavions' Work
Carpenters' Work
Plasterers' Work
Painters' and Glaziers' Work
Ironmongers' Work
Smiths' Work.

Persons desirous of tendering, may obtain every information respecting these contracts, by applying at the Office of the Commanding Royal Engineer, Sydney.

Printed schedules, with prices, may be obtained at the Office of the Commanding Royal Engineer, and at the Barrack Office, Parramatta, on making a deposit of one pound for the same, which deposit will be returned to the parties when the schedules will have been returned, without being defaced or altered.

One rate of per-centage will be admissible under or over each of the trades.

The same person may tender for one or the whole of the trades.

T. W. RAMSAY,
9701 Dep. Com. Gen.

BATHURST MASONIC LODGE OF AMITY.

FESTIVAL OF ST. JOHN.

THE Members of the above Lodge will dine together on Monday, the 27th instant, at their Lodge Room, upon which occasion visiting brethren and country members are respectfully invited to attend.

Tickets one guinea each—to be had of the Stewards or of Brother John Tait, at the Black Bull Inn.

By order of the W.M.
KENNETH PRICE,
10067 Secretary.

RAILWAY MODEL.—MR. GOODALL respectfully announces that his Model of a Railway, showing a steam locomotive engine in action over levels, inclines, and curves, is open for Exhibition This Day, at his room, the corner of King and Elizabeth streets, opposite the Supreme Court entrance.

Admission, only by tickets, one shilling each, can be obtained at Mr. Goodall's residence, No. 698, George-street North, at the Model-room, and at Messrs. Jones and Webb, drapers, Pitt-street. The Engine will start at the commencement of each half-hour from 11 to 1, and 2 to 4. 9837

THE BANK CASE.

COPIES of the nine numbers of the *Sydney Morning Herald*, containing a verbatim report of the proceedings before the Judicial Committee of the Privy Council in the appeal case of the Bank of Australasia v. the Bank of Australia, are on sale at the *Herald* Office. 7771

RAILWAY HOUSE,
QUEANBEYAN.

To the inhabitants of Queanbeyan, Manaroo, Bungendore, Gundaroo, and the surrounding districts.

A. MEYER, formerly of the Argyle Store, Goulburn, and late of the Goulburn Store, Queanbeyan, begs to inform his friends and the public in general, that having left Messrs. Benjamin and Moses, he intends (shortly) opening the abovenamed establishment as a General Store, when he trusts that from his past conduct in business, he will be favoured with a portion of the public patronage, feeling confident that those parties who may honour him with their support, will find it much to their advantage to transact their business with him, as he will re-open with an entire new and fashionable stock, which he intends selling at such prices as cannot fail to give those who will favour him with a call every satisfaction.

Queanbeyan, May 29. 9184

ROYAL EXCHANGE HOTEL.

HENRY HARDINGTON, late of Victoria Hotel, begs respectfully to inform families and gentlemen visiting Auckland, New Zealand, that he has opened the above commodious hotel, where they can be accommodated either with private apartments or admitted as boarders, on moderate charges. The greatest attention is paid to the comfort of all parties frequenting the house, and every article supplied is of the very best quality that can be obtained. 9693

COALS.

WILLIAM BROOKS respectfully informs his friends and the public, that he has this day commenced business as a coal merchant on the Commercial Wharf. It will be his constant endeavour to keep the best Newcastle and other coals, and dispose of them at the lowest price, and at the full weight of 2240 lbs. to the ton; and he therefore confidently solicits the orders of his friends and others by post or otherwise. The office is the first on the left within the gate, and the coal yard opposite the office.

Orders will also be received by Messrs. Clarkson and Hunter, 429, George-street; and Mr. Tebbutt, grocer, Sussex-street, near Market-street; and promptly attended to.

Commercial Wharf, June 12. 9946

LAW BOOKS.—On Sale by the undersigned—
Bythewood's Conveyancing, by Parker and Stewart, 9 vols.
Sugden on the Law of Vendors and Purchasers, tenth edition, 3 vols.
Dickinson's Guide to the Quarter Sessions, by Talfourd
Coote on the Law of Mortgage
Roscoe's Nisi Prius Evidence
Jarman's Conveyancing, third edition, by Sweet, vols. 5 and 6
Chitty's Practice of the Law, 3 vols.
Grant's Chancery Practice, 2 vols.
Ashley's Doctrine and Practice of Attachment
Worthington's General Precedent for Wills, with practical notes, fourth edition.
Clarke's Colonial Law
Cruise's Digest of the Laws of England respecting Real Property, third edition, revised and enlarged
Chitty on Pleading and Parties to Actions, with precedents, seventh edition, corrected and enlarged by Greening.
Selwin's Abridgment of the Law of Nisi Prius, eighth edition
Watson on Arbitration and Awards, with Appendix of Precedents, second edition
Jervis's New Rules, with Appendix of Statutes of General Use, relating to Pleading and Practice, with notes
Johnson on Bills of Exchange, second edition
Morton on Sales of Personality
Smith's Compendium of Mercantile Law
Crabb's Conveyancer's Assistant, with the late Real Property Acts, and the latest decisions thereon, 2 vols.
Atkinson's Practical Treatise on Sheriff Law
The Equity Pleader
Woodfall on the Law of Landlord and Tenant.
COLMAN AND PIDDINGTON,
Booksellers, Stationers, &c.
Directly opposite the Barrack Gate. 9484

KANGAROO SKINS.

ON SALE, at the Stores of the Undersigned—
A prime lot of Van Diemen's Land Kangaroo Skins, dressed in Sydney, in lots to suit purchasers,
9881 EDW. W. LAYTON AND CO.

BATHURST.

WINTER GOODS. WINTER GOODS. WINTER GOODS.

MRS. WHITTON begs to inform the ladies of Bathurst that she has just returned from Sydney, where she has purchased a beautiful and varied assortment of goods, suitable to the present season, which will be sold at such prices as she trusts will give satisfaction.

Mrs. W. would particularly call the attention of the ladies of Bathurst to the undermentioned goods, just opened:—
A splendid assortment of plaids, consisting of—fine cashmere clan tartans, all wool, and gala plaids
Ditto plaid shawls, scarfs, and handkerchiefs
Children's woollen hood capes
Collars, muffs, dresses, gaiters, and neck ties
The largest assortment of gloves in ladies' dark kid, gentlemen's ditto, buckskin, cashmere, and cloth, ever offered to the Bathurst public
Ladies's and children's white merino hose
A beautiful assortment of ladies' satteen, jean, and coutilie stays
Gentlemen's merino and lambs'-wool vests
Ditto pantaloons and drawers
Ditto fine drab winter overcoats
A splendid and varied assortment of black and coloured gymps and fringes
Jenny Lind, black satin and watered
A large assortment of Tuscan, Dunstable, and fancy straw bonnets
Ditto velvet and satin, latest styles
Ladies' fine black cashmere boots
Ditto ditto drab ditto
Children's patent leather shoes
And a great variety of other goods

Tuscan and straw bonnets cleaned, altered, and trimmed in the most fashionable style. Dresses, cloaks, scarfs, and bonnets made to order on the most reasonable terms.

A LARGE ASSORTMENT OF FANCY MILLINERY ALWAYS ON HAND. 9962

BONNETS, RIBBONS, AND ARTIFICIAL FLOWERS.

JUST OPENED

TWO CASES of rich winter flowers, embracing every novelty in bonnet droops, bouquets, sprigs, bunches, &c., &c., with a choice assortment of black, white, and lavender crape flowers.

Also—
Some superb things, in gold and silver flowers, pearl and marabout droops, coronets, &c., &c.
Three cases of ladies' and children's plain and fancy straw bonnets, of the latest styles, with a small lot of extra large sizes, and a choice assortment of fancy bonnet ribbons.

The above new and fashionable goods will be offered at extremely low prices, and a liberal allowance made to bonnet makers and milliners, at
PITE AND PRESTON'S,
10115 Emporium, 263, Pitt-street.

TO MECHANICS AND THE LABOURING CLASSES.

JOSEPH THOMPSON AND SON beg to inform the above, that they have just completed their usual assortment of winter clothing, selected by their agent at home expressly for this market, and which, owing to the dull state of the times, they have marked at very little above the English cost, in order to clear out as much as possible previous to taking stock, which will take place on the 30th instant. The public will do well to take advantage of this offer, as they well know the goods imported by J. T. and Son are far superior to the generality of clothing imported into the colony. The following list comprises some of the most necessary articles—
Red India silk pocket handkerchiefs
Black silk and satin handkerchiefs and stocks
Fancy silk and satin handkerchiefs and stocks
Men's white longcloth shirts
Men's white longcloth shirts, ready for use
Men's regatta and stripe shirts, ready for use
Men's merino and lambs' wool vests
Men's white Guernsey shirts
Men's striped and spotted shirts
Men's blue and red serge shirts
Men's merino and lambs'-wool drawers and pantaloons
Men's brown cotton and lambs'-wool drawers and pantaloons
Men's brown cotton half-hose
Men's grey lambs'-wool and worsted hose
Men's white lambs'-wool hose
Men's grey and white lambs'-wool hose
Men's white, brown and coloured cotton hose
Men's black, blue, and drab kerseymere trousers
Men's fancy doeskin trousers
Men's colonial tweed and doeskin trousers
Men's blue pilot cloth trousers
Men's superior woollen cord trousers
Men's stitched and double stitched moleskin trousers
Men's blue cloth jackets
Men's black and blue frock coats
Men's black and blue frock coats, made to measure
Men's black, blue, Albert and Glenlyons, made to measure
Men's mixed kersey, Albert and paletots
Men's fancy doeskin, shooting and riding ditto
Men's black and fancy satin vests
Men's black cloth vests
An endless variety of dark fancy vests

J. T. and Son beg to call particular attention to the undermentioned list of superior and stylish cut top coats, as they will be found well worthy of notice.
Gentlemen's drab beaver Chesterfield riding coats
Gentlemen's drab beaver Albert riding coats
Gentlemen's drab beaver sacks, these are quite new
Gentlemen's olive beaver Chesterfields and Alberts
Gentlemen's blue and brown beaver Chesterfields and Alberts
Gentlemen's blue and brown Glenlyons
Stockmen's drab top coats, silk velvet collars
Stockmen's drab top coats, with capes
Gentlemen's brown riding coats, with capes
Gentlemen's blue pilot coats
Gentlemen's pea coats
Gentlemen's monkey jackets
Blue and drab shepherds' coats
Also,
An endless variety of boys' clothing. 9891

ADELAIDE HOUSE.

JUST RECEIVED, ex Sir Edward Paget, and on sale by the undersigned—
A superior assortment of gentlemen's Wellington boots, from 16s. per pair and upwards
Gentlemen's Clarence boots, from 12s. per pair.

Also,
Gentlemen's Cossack and cloth boots
Stout and light tie and lace shoes, equally cheap.

JOSEPH VICKERY,
367, George-street,
Exactly opposite the Market Fountain.

N.B.—A liberal allowance to settlers and country storekeepers. 9783

LUCERNE SEED! LUCERNE SEED!!
LUCERNE SEED!!!

THE undersigned has much pleasure in announcing the receipt of a further supply of the present year's growth. Warranted to grow. Samples can be seen at Messrs. Thompson and Son's, Pitt-street, and

SAMUEL THOMPSON,
9995 Steam Mill Store, Camden.

WEST INDIA SUGAR.

TO STOREKEEPERS, GROCERS, AND PRIVATE FAMILIES.

JUST RECEIVED, 40 hogsheads of the above superior Sugar, acknowledged preferable to the Company's 41 pieces.
JOHN STIRLING.
10041 566, George-street.

FRENCH MERINOS
FURS
SHOES
FLOWERS, &c.

JUST opened by the undersigned, one case assorted colours
REAL FRENCH MERINOS,
really a first-rate article.
ONE CASE FURS,
Consisting of—
Ermine, lynx, and real sable BOAS, MUFFS, and TIPPETS, SWANSDOWN TRIMMINGS, &c., &c.
Several trunks of Roman and Hermes's BEST BOOTS AND SHOES, containing,—
Ladies' lasting, Spanish, patent leather, and cashmere boots.
Ladies' lasting, patent leather, Spanish, and French kid opera shoes.
Ladies' carpet and Venetian slippers.
All sizes in children's boots and shoes, in the above materials.
Two cases British and French cap and bonnet flowers
Dress and bonnet caps
Plain and fancy Tuscan and Dunstable bonnets
Rich, watered silk and satin visites.
&c., &c.
GEORGE CHISHOLM,
8114 262, Pitt-street.

EX SIR EDWARD PAGET.

NOW on Sale by the undersigned—
Spring steel, 2 and 2½ inch.
THOMAS WOOLLEY.
10,063 George and King streets.

JUST LANDED.

ON SALE at the Stores of the Undersigned—
Sherry, superior pale, Duff, Gordon, and Co.'s brand, in quarter-casks
Ditto ditto, Burdon and Gray's, ditto ditto
Ditto, good ordinary pale, in quarter-casks
Port wine, full-bodied, in ditto
Teneriffe, London particular, in hogsheads
Tarragona, first quality, in ditto
W. NIMMO AND CO.,
9948 3, Jamison-street.

FOR SALE, AT THE STORES OF THE UNDERSIGNED,
Bass's East India pale ale, in hogsheads
Wood and Co.'s London porter
2-bushel sacks and sacking
Rowland and Son's perfumery, assorted, in cases
Cases fine Irish linen
Negrohead tobacco, in kegs
Fine Samarang coffee
Sugarcandy
Kangaroo skins

Also,
The following fine Teas, of best brands of various shipments—
Hyson skin and Congou, in chests and half chests
Congou, in 10 and 30 catty boxes
Souchong and Hyson, in chests.
And Sugars—
China, pure white, white, and brown
Manila, Pampanga.
8191 THACKER AND CO.

WOODHOUSE'S Marsala, in hogsheads and quarters, for sale, in lots to suit purchasers, by
9859 ROWAND, MACNAB, AND CO.

SHEATHING Copper, from 14 to 28 os., on hand, and for sale by
9869 ROWAND, MACNAB, AND CO.

PLATE Copper and Boiler Bottoms on hand and for sale by
9860 ROWAND, MACNAB, AND CO.

SUGARS—Java and Manila, for the counter trade, on hand, and for sale in lots to suit purchasers, by
9861 ROWAND, MACNAB, AND CO.

FOR SALE.—A small invoice of spectacles, eye-glasses, &c., from a first-rate house in London.

Also, a beautiful double frame sextant, by Troughton.

Apply to Captain LEMMINGTON, Campbell's Wharf. 9624

HAY.—A quantity of the very best Lucerne Hay, (hydraulic pressed) for sale, well adapted for shipping. Apply to J. MACKAY, Esq., 21, Macquarie-place. 10075

CANARY SEED.—The undersigned has received a supply of FRESH CANARY SEED, which he is selling at one shilling per pound.

A. FOSS,
10116 313, Pitt-street.

ON SALE, at the Warehouse of the undersigned:—
Hyson skin tea, in chests and half-chests
Congou, in chests and half-chests
Souchong, in half-chests and boxes
Pekoe flavoured ditto
Hyson Pekoe, in half-chests
Chulan Pekoe ditto
Gunpowder, in boxes
Imperial ditto
Flowery Pekoe ditto
Scented caper ditto
Siam sugar
China sugar of various qualities
Manila sugars, clayed Pampanga, Misamis, Zebu, Ylo Ylo, and Teal
Manila coffee, in small mats
No. 3 and 4 superior Manila cigars, in boxes and half-boxes
Black pepper
Wool-lashing, of sizes
An invoice of beads of large sizes, for the Island trade.
HENRY MOORE,
May 26. Miller's Point. 9005

NOTICE.

TO WHOLESALE BUYERS OF TEA AND SUGAR.

MR. CHARLES NEWTON
HAS for sale by private contract, at the lowest market prices—
Manila and China Sugars
Hyson skin and Congou Teas, various brands
In quantities of not less than five tons, and ten chests.
Samples on view at the Rooms, Pitt-street.

TO PERSONS HAVING A SMALL CAPITAL.

TO be disposed of by Private Contract, a Lodging House and Registry Office, in a first-rate situation, doing a most respectable business; the whole of the fittings and furniture to be taken at a fair valuation. The reason of the proprietor parting with this flourishing establishment is, that he is about to leave the colony. Apply to the proprietor, on the premises, Sussex-street North, near Erskine-street. None but principals need apply.
HENRY SMITH.
Sydney, June 15. 10066

QUIET CATTLE FOR NEW ZEALAND.
40 Milch Cows
30 Heifers
50 Bullocks and Steers.

THE above can be delivered at three days' notice, and will be sold a bargain. Terms liberal.
SAMUEL HEBBLEWHITE,
10029 Reiby Cottage, near Post Office.

ARAB HORSES.

FOR SALE, four high caste Arab horses, just landed from the Freak, from Calutta. Good horses, fit for the Indian market, from four to six years old, and thoroughly broken to saddle or harness, will be taken in exchange. Apply to Mr. PLAISTOWE, at Mr. Armstrong's, Hunter-street; or to
SMITH AND CAMPBELL,
Campbell's Wharf.
All letters to be post-paid. 9906

PLEASE to remark that the undersigned will give the highest CASH PRICE for good articles of furniture, plate, guns, oil paintings, surgical instruments, books, &c.

Parties waited upon at their own residences, by addressing a note.
R. M. LINDSAY,
Kent-street,
10101 Near the Steam Company's Wharf.

ADVANCES ON WOOL.

THE Undersigned will make cash advances on Wool, upon its arrival at his Stores, intended for sale either by auction or private contract, and will, if required, store it for *ninety days previous to sale* RENT FREE.

Commission for effecting sale only ONE PER CENT.
SAMUEL LYONS
Auctioneer,
George-street and Charlotte-place.
August 4. 192

THE undersigned will purchase Wool, Tallow, and other Colonial Produce, or will make liberal Cash advance thereon, if consigned to Messrs. D. Cooper and Co., London.
COOPER AND HOLT,
Waterloo Warehouse.

IN THE SUPREME COURT OF NEW SOUTH WALES.

ECCLESIASTICAL JURISDICTION.

In the goods of James Bates, late of Prospect, in the county of Cumberland, in the colony of New South Wales, farmer, deceased, intestate.

NOTICE is hereby given, that James Bates, of Wilberforce, in the colony aforesaid, farmer, intends to apply to the Honorable the Supreme Court in its Ecclesiastical Jurisdiction, at the expiration of fourteen days from the publication hereof, that letters of administration of all and singular the goods, chattels, credits, and effects of the said James Bates, deceased, be granted to him as the next of kin of the said deceased.—Dated this sixteenth day of June, A.D. 1848.
NICHOLS AND WILLIAMS,
Proctors for the said James Bates, 310, Pitt-street, Sydney. 10068

TO COUNTRY AGENTS. — The agents for the *Sydney Morning Herald* are requested to furnish their quarterly statements of accounts no later than the 20th instant.

NOTICE.—The undersigned requests that all parties having claims against him upon promissory notes, or open accounts, will be pleased to forward them forthwith to Mr. GEORGE KING, 397, Pitt-street, for settlement.
10024 E. S. HILL.

NOTICE.—All persons indebted to the estate of the late Avery Benham, are hereby required to take notice, that a deed of assignment of his book and other debts having been legally executed by Mr. Benham, dated the 19th May last, to Messrs. W. R. Scott, T. W. Smith, and John Brown, for the benefit of his creditors, the undersigned is appointed to collect the same, and his receipt only will be a legal discharge. THOMAS L. FAWCETT.
Sydney, June 12.

CAUTION.—Mr. Edward Moore, of Raby, and the public generally, are hereby cautioned against trespassing on Curtis Park, either by breaking down fences, forming slip-rails, for the purpose of turning in horses or cattle, or taking away wood, or otherwise damaging the property, as all persons found offending after this date will be dealt with according to law.
H. W. JOHNSON.
June 16. 10,104

TO BUILDERS AND CONTRACTORS.

TENDERS are invited for the erection and completion of two houses and outbuildings at Redfern. The plans and specifications may be seen at the office of Mr. John Bibb, Architect, Macquarie-street, to whom tenders are to be delivered on or before the 22nd instant. 10063

A LADY, competent to teach the rudiments of English and Music, and who can produce references as to competency and character, will find employment by applying to X. Y., at the *Herald* Office. 10066

OVERSEER WANTED.—An experienced General Overseer, who understands the management of sheep and wool: must be single. Good testimonials for honesty, energy, and sobriety, from the last employer will be required. Apply by letter, post-paid, to Mr. L. De SALIS, Darbalara, Yass. 9958

PACKET BRIG EMMA.

WANTED, a Chief Officer and a Steward, for this vessel. To prevent trouble none need apply but such as can produce the most unexceptionable reference for sobriety and efficiency. Apply on board. 10,079

TO LADIES AND FAMILIES PROCEEDING TO ENGLAND.

A MIDDLE-AGED FEMALE, who can produce good references, would be happy to render her services to any lady and her family, who are about to proceed to England; the amount of her passage money will be considered an equivalent for her services. Apply (if by letter post-paid), to H. S. S., at Mr. Smith's Lodging-house, Sussex-street North, near Erskine-street.
Sydney, June 15. 10065

STOLEN OR STRAYED, IN MAY, 1847.

STOLEN OR STRAYED, from Summer Hill, a bay Mare, about fifteen hands high, rising seven years old, black points, a small star in forehead, branded on the near shoulder MC, a bay horse foal by her side, 3 branded near shoulder MC, and a No. 3 on the 3 cheek same side. Any person bringing the above to Michael Carroll, Summer Hill, will receive a reward of £1; and if stolen, a reward of £5 will be given on conviction of the parties.
MICHAEL CARROLL,
Summer Hill
June 3. 9965

TEN SHILLINGS REWARD.—Lost, a small packet, containing—
One gold ring, with a straw-coloured diamond set therein.
One cluster diamond pin.
One small oval shaped gold buckle, set round with pearls.
One paste ring.

The above reward will be paid on restoration of the same articles, by applying at No. 638, George-street, Sydney. 10111

TO LET, upon Lease, for such term as may be agreed upon, the London Tavern, George-street, Sydney. Apply to the proprietor Mr. G. WILKIE, on the premises, between the hours of two and five o'clock in the afternoon; none but principals will be treated with. 10069

TO LET, opposite the Market, in York-street, the family house and stores lately occupied by Mr. L. Iredale. Possession can be given on the 10th July next. Apply on the premises to J. B. JONES. 8758

TO LET, a neat cottage, on the Newtown Road, having a large drawing-room, dining-room, and sleeping-room on the ground floor, two good attics above, with detached kitchen, and servant's room; also, a garden well stocked with fruit trees, and about five acres of land, and a good well of water on the premises. Apply to Mr. EDMUND GIBBS, at the Custom House. 9618

TO LET, BROUGHAM HOUSE, the residence of Dr. Dawson. For terms, apply in the first instance by letter post paid, to Mr. JAMES DOWLING, New Buildings, opposite the Supreme Court, Elizabeth-street.

TO LET, the centre Cottage in Brisbane-street, South Head Road. Apply to Mr. LYONS, 567, George-street. 9975

TO BE LET, one of those excellent family residences in Victoria-street, Darlinghurst, near to Brougham Lodge; occupied by Dr. Dawson. For particulars apply to JAMES HUME, Esq., architect; or to Mr. T. W. SMART, George-street, or Darling Point.
June 10. 9852

HOUSE TO LET.—To Let, with immediate possession, the house in Kent-street, near to Druitt-street, just vacated by Mr. Felton. Apply to Dr. WALLACE, Lyons-terrace, before 9 A.M., or between 1 and 3 P.M. 10114

SALES BY AUCTION.

26 TRUNKS OF BOOTS AND SHOES
From the best Makers,
JAMES DAVIES AND SON, LONDON.

MR. R. FAWCETT will sell by public auction, at his Commercial Sale Rooms, George-street,
THIS DAY, 16TH JUNE,
At 11 o'clock precisely,
26 Trunks of Boots and Shoes, consisting of—
Ladies' patent leather shoes
Ditto Spanish and Cordovan ditto
Ditto enamelled sealskin ditto
Ditto black and bronze kid ditto
Ditto lasting shoes, all qualities
Ditto cloth lasting boots
Ditto leather boots, assorted
Gentlemen's best carpet slippers
Ditto elastic patent ditto
Ditto enamel leather ditto
Ditto printed roan ditto
Girls' leather shoes and boots
Children's ditto ditto ditto
Sailors' shoes and ties
Ditto pumps and ties
Terms at sale. 9996

ENGLISH FURNITURE, &c.

EASY CHAIRS, MAHOGANY CHAIRS, BIRCHWOOD CHAIRS, JAPANNED BEDSTEADS, CORKS, &c., &c.
JUST LANDED.
MR. R. FAWCETT

WILL sell by public auction, at his Commercial Sale Rooms, George-street,
ON MONDAY, 19TH JUNE,
At eleven o'clock precisely,
Consisting of—
Spoon back easy chairs, stuffed in leather, spring seats, mahogany frames, &c.
Ditto ditto ditto very handsome, with mouldings
Mahogany chairs, cane seats, sweep backs, and French polished
Birchwood chairs, cane seats and French polished
Japanned bedsteads
Wine, porter and vial corks
Terms at sale. 10,061

TO IRONMONGERS, BUILDERS, &c.

REGISTER, VENETIAN, AND LEAMINGTON STOVES, KITCHEN RANGES AND FENDERS, PARLOUR FENDERS, &c.

MR. EDWARD SALAMON will sell by auction, at Campbell's Wharf, on
MONDAY NEXT, JUNE 19,
At 11 o'clock,
Without Reserve.

A superior assortment of Register and other Stoves, consisting of—
Gothic front, and cheeks
Kinesird front, and oval back
Smith's London front, and angle cheeks
Bracket front, oval back
Water-leaf front, ornamented oval back, &c., &c.
1 High oven and BB range, horizontal bars, and folding bar, draw out feet, contracting cheek and trivet, oven 16 inches, fire 36 inches, boiler front 10 inches—66 inches over all
1 Oven and side-boiler range, horizontal bars, and folding

SHIPPING INTELLIGENCE.

DEPARTURE.

JUNE 15.—Mary, schooner, 61 tons, Captain Roberts, for Launceston via Newcastle.

CLEARANCE.

June 15.—Lucy Ann, cutter, 37 tons, Captain Silver, for the South Sea Islands, in ballast. Passengers — Messrs. James Black, Charles Langan, William Watson, William Jones, John M'Bride, and four natives of the South Sea Islands.

PROJECTED DEPARTURES.

THIS DAY.—Brightman, for Port Nicholson; Sarah, and Dauntless, for Launceston; Kelso, for Port Nicholson via Twofold Bay; Isabella, for Hobart Town; Essington, for Portland Bay; Diana, Martha and Elizabeth, Ariel, and Souvenir, for Port Phillip; Lucy Ann, for the South Sea Islands.

TO-MORROW.—China, for London.

COASTERS INWARDS.

June 15.—Rainbow, 19, Cox, from Brisbane Water, with 8000 feet timber, 23,000 shingles, 31 hides, 6 cases oranges; Jane Williams, 33, Lowther, from the William River, with 12,000 bushels grain; Lass o'Gowrie, 18, Hawley, from the Hawkesbury River, with 850 bushels maize; Eagle, 26, Doyle; from Morpeth, with 200 bushels maize, 700 bushels wheat, 300 tons hay; Maitland, steamer, 103, Parsons, from Morpeth, with 17 casks tallow, 24 trusses hay, 100 bushels grain, 1 cask tongues, 30 bags bran, 70 hides, 14 packages bacon, 24 pigs.

COASTERS OUTWARDS.

June 15.—Thistle, steamer, 127, Mulhall, for Morpeth, with sundries; Hawkesbury Lass, 20, Davis, for the Hawkesbury River, with sundries; Rainbow, 19, Cox, for Brisbane Water, with sundries; Eclipse, 21, Brooke, for the Manning River, with sundries.

EXPORTS.

June 15.—China, barque, 658 tons, Captain Livesay, for London (addition): 354 tons copper ore, 57 bales wool, shipped at Adelaide. Total—2037 bales wool, 354 tons copper ore, 8 packages sundries.

June 15.—Brightman, barque, 384 tons, Captain Cowley, for Port Nicholson: 250 head cattle, 400 sheep, 8 horses, G. Murray; 1 cask and 2 cases blacking, 1 bale corks, 1 parcel ribbons, original cargo,

SHIPS' AMILS.

Mails will be closed at the Post Office as follow:—

FOR PORT NICHOLSON.—By the Brightman. this day, at noon.

FOR LAUNCESTON. — By the Sarah, this day, at noon.

FOR LONDON.—By the China, this evening, at six.

FOR HOBART TOWN,—By the Emma, on Monday evening, at six.

FOR AUCKLAND.—By the Maid of Erin, on Monday evening, at six.

We understand that Mr. Robert Jackson, one of the pilots of this port, has been suspended by the government, for having taken the French ship Arche d'Alliance to sea, on the 20th April last, without being cleared by the Water Police authorities.

The Tamar, from Hobart Town, being still about three leagues to the northward of the Heads yesterday evening, at sunset, was not expected to make the port before morning.

The brig William Hill, which sailed hence for Auckland on Saturday last, put into Port Stephens the following day, from stress of weather, and remained there on Wednesday morning, the Captain finding that by proceeding on his voyage with the heavy sea running, he would probably lose most of the horses on board.

The new brig of war Jumna, 16 guns, 450 tons, was launched this morning from the Dock Yard, in the presence of a vast assemblage of Europeans and natives, including almost the whole of the *élite* of Bombay. The Honorable Mrs. Reid performed the ceremony of christening the vessel. The Jumna glided majestically into the water, the band playing "Rule Britannia," and a salute being fired from the battery. The Honorable the Governor and suite were present.—*Bombay Times March 7.*

DIARY.

MEMORANDA FOR THIS DAY.

June.		SUN rises	SUN sets	MOON WATER morn	MOON WATER even
16	FRIDAY	7	7 4	53 8 38	8 56

Moon, Full, 2 m. past 7 A.M., June 17

THE Sydney Morning Herald.

FRIDAY, JUNE 16, 1848.

Sworn to no Master, of no Sect am I."

THE Report from the Steam Navigation Committee, which is to come under the consideration of the Legislative Council this afternoon, does not appear to call for any particular remark. The question has been so fully discussed on previous occasions that the Council has only to re-affirm its former decisions. All the evidence that can be obtained tends to one point—that during many months of the year a passage from Australia to the Cape of Good Hope by steamers with moderate power will be impracticable. This being the case, it is useless to re-argue the question of whether it would be more beneficial to the Australian colonies generally that the Cape route should be adopted. It is difficult to convince people against their will, and therefore our southern friends will, notwithstanding the arguments that have been adduced to the contrary, probably still contend that the Cape is the line that ought to be supported; but as it will be impossible to have that line, they must determine whether they will join with New South Wales in supporting the Torres' Straits line, or have no steam at all.

We have not for some time called the attention of our readers to the subject of silk-growing, as a branch of industry desirable to be established in this colony. In another place of this day's paper we publish a note, which we have just received from a gentleman recently arrived per Brankenmoor, Mr. JAMES BRUZEVILLE, who has for a considerable part of his life been engaged on the continent, as we understand, in the growth and preparation for the market of Raw Silk. Since his arrival here, he has been diligent and earnest in his inquiries as to the species of plant and of worm possessed by the colonists, as well as the climate and other circumsta ces requiring consideration. We hope to be able in a few days to present his opinions on these points, which we find to be favourable, as also his calculations as to expense, and proposals for proceeding to the cultivation of so valuable an export. We learn that the amount of capital necessary is not great, and that though the returns will not be immediate, yet after a few years hey will be large. A friend who contributed some information to this journal about two years ago, assures us that a private event alone has prevented him from undertaking the business, being confident of profitable results. He has calculated that the outlay will be wholly replaced in the beginning of the sixth year. Mr. BRUZEVILLE is we bel eve respectably introduced, and seems to understand well the matter referred to. We will resume the subject.

MR. SCOTT'S MEMORIAL TO LORD JOHN RUSSELL.

OUR readers may remember, that in December last, at a meeting held in London, on the subject of colonization, brought together chiefly by the exertions of Mr. ARCHIBALD BOYD, a Committee was appointed, consisting of a large number of gentlemen of distinction, and several noblemen; resolutions were passed declaratory of the national importance of promoting emigration to Australia; a deputation was instructed to wait upon Earl GREY: and a Memorial drawn up for presentation to Lord JOHN RUSSELL. This Memorial is known to have been written by the Honorable FRANCIS SCOTT, M.P., the Parliamentary Agent of New South Wales; and although it has been published at full length in our own columns, such is our estimate of its value as a plea for extended emigration to these shores, that we must beg once more to invite attention to some of its leading points.

We learn from this document the astounding facts, that the number of persons receiving parochial relief in England is *a million and a half*, or nearly *one in ten* of the whole population; that in Scotland pauperism is rapidly on the increase; and that in Ireland the numbers who subsisted on charity last summer amounted to nearly *three millions*, or more than *one-third* of the inhabitants!

We learn further, that in the year 1846 the sums levied for the relief of the poor in England and Wales amounted to £7,000,000, and during the last ten years to £66,000,000. The ordinary and extraordinary expenditures for the relief of the poor in little more than one year, during the late dearth, are stated to have been as follows:—

	£
Poor Rates in England and Wales	7,000,000
Advanced by the State for employment in England and Scotland..	2,000,000
Ditto for relief and improvement in Ireland	10,342,500
Private subscriptions for Irish relief	1,000,000
Poor's Rates in Ireland.....	298,000
Ditto in Scotland	295,000
Grand total	£20,935,500

Or nearly *twenty-one millions* in little more than a year!

We learn further, that besides this immense existing mass of pauperism and wretchedness, there is going on a perpetual increase of the evil, *every day* producing 180 fresh paupers, making a yearly addition of 65,000 to the mass of destitution!

Turning from the United Kingdom to her colonies, from the scene of misery so intense and so awfully accumulating to the asylums in which a large proportion of the sufferers might find permanent relief, the Memorial shows, that of the total exports from the former about one-third is taken by the latter, and the remaining two-thirds by the rest of the world. But though the world takes only double the amount taken by British colonies, this excess is greatly reduced by the fact that one-half of it consists of goods either wholly unmanufactured, or merely re-exported, or such as go to be used in foreign manufactures; while the exports to the colonies are chiefly of *manufactures completed*.

Comparing the consumption of British exports by foreign states with that by British colonies, the difference is prodigiously in favour of the latter; and comparing the consumption of Australia with that of other colonies, the difference is largely in favour of the former. Thus Prussia, Russia, France, and the United States, consume on the average 2s. 1d. per head of their populations*; while Canada, the West Indies, the Cape of Good Hope, and Australia, consume £4 1s. 1d. The consumption of these colonies respectively is stated to be as follows:—

	£ s. d.	
Canada	1 15 0	per head
West Indies	2 17 6	"
The Cape	3 2 0	"
Australia	£7 to £10	"

Estimating the relative value, to Great Britain, of colonial commerce, Mr. ELLIOTT, now Under Secretary of State at the Colonial Office, is said to have stated the extraordinary fact, that "with a population of *less than an eighth* of the older North American population, the Australian colonies have a trade with this country [England] which exceeds the former value of the other by *more than a million sterling.*"

But while Australia is thus shown to consume more largely of British produce, she is shown also to supply, in return, the largest amount of raw material in the principal and oldest of British manufactures. Of the whole quantity of wools imported into England, Australia supplies one-third. This, however, is not the full extent of the contribution; for "the Australian wool, being of a quality different from the British, *encourages* rather than excludes the use of the latter inasmuch as the British wool could not be used so extensively, were it not for *its admixture with the fine Australian*. If, therefore, Australian wools deteriorate in quality, or diminish in quantity, from the scarcity of labour, British woollen manufactures must relatively decline, to the loss alike of the grower and the artificer."

Comparing the amount of emigration to North America with that to Australia, we learn from the Memorial that in nine months of the year 1847, 240,000 souls —equal to the entire population of New Holland—had landed on the other side of the Atlantic; while not 800 had gone to New South Wales. We learn also, that of the persons who, during the last twenty-two years, have emigrated to British North America, between one-fourth and one-half have crossed the frontier, and settled in the United States; and that of late years, sixty-five per cent. of the whole British emigration, with a vast amount of British capital, have settled in the great republic. And it is shown, that if the 800,000 who in twenty-two years have gone to the United States had settled in Australia, they would have consumed (at £7 10s. per head) of British produce £6,000,000; while in the States they have consumed on the average only £200,000. "The difference, therefore, caused by those persons who have emigrated to foreign powers, instead of colonising British settlements, has been a loss to British manufacturers of £5,800,000."

Touching the relative expense of the voyage to Canada and to New South Wales, we are informed that although the voyage across the Atlantic may be made for £5 or £6, the expense has not ended on the emigrant's reaching the shore; so that £8 is the very lowest calculation, and £10 nearer the actual cost, of the emigrant to Canada before he obtains employment. And we are informed, further, that at the present time ships are chartered by the Emigration Commissioners to convey emigrants to Sydney and Port Phillip at £11 9s. 3d., and £10 10s. per head. "Therefore," it is well argued, "the expense of sending colonists to Australia, where they get immediate employment, is very little more than the cost attending their settlement in British North America."

And then again it is urged, that "if reproduction be any criterion of the value of industry, it is the best economy to send the emigrant to New South Wales; inasmuch as he repays his passage-money more quickly, whether we estimate his value in reproductive labour, in contribution to the colonial revenue, or in the consumption of British manufactures." Taking the latter as the source of repayment, it is shown, from the data we have already quoted, that the emigrant to New South Wales repays his passage money within *two* years; the emigrant to Canada in *five* years; and the emigrant to the United States in *twenty* years.

Such is a rapid epitome of some of the more forcible statements in this masterly paper. It is pregnant with momentous facts; it establishes irresistible conclusions; it points to future consequences in which England, not less than Australia, has a deep, a vital interest. Mr. SCOTT, in putting forth this elaborate exposition of truths so seldom heard, and so imperfectly understood, by British statesmen, has entitled himself to the thanks of HER MAJESTY'S Government, to the earnest consideration of Parliament, and to the lasting gratitude of these colonies.

*Prussia, 6d. per head; Russia, 8d.; France 1s. 6d.; United States, 5s. 8d.

LEGISLATIVE COUNCIL.

THURSDAY, JUNE 15.

THE SPEAKER took his seat at the usual hour.

ROYAL ASSENT.

The SPEAKER reported to the house that the following bills had been assented to by his Excellency the Governor:—

The Petty Sessions Bill.
The Colonial Spirits Exportation Bill.
The Appropriation of Fines and Penalties Bill.
The Country Towns Police Bill.
The Bushranging Bill.
The Vice-Admiralty Bill.
The Colonial Postage Bill.
The National Education Bill.
The Sydney Roads Bill.
The Port Phillip Gunpowder Bill. And
The Section 70 of the Sydney and Melbourne Corporation Acts Suspension Bill.

RAILWAYS.

Mr. COWPER rose to move the following resolutions:—

(1.) That in the opinion of this Council the period has arrived when the formation of railways in the colony ought to be commenced.

(2.) That to facilitate the speedy formation of a company for carrying out such a means of transit in districts where the population and internal traffic afford reasonable prospect of success, it is expedient that the government and the legislature should hold out some peculiar inducement to encourage such an undertaking.

(3.) That this Council is of opinion that a grant of Crown land in fee simple ought to be made to any company incorporated by an act of this Council, not only of the quantity required along the line for the construction of the railway, but that by way of bonus the company should also be permitted to make selections of other portions of land, free of charge, to a reasonable extent; similar encouragement having been afforded in the British North American Colonies.

(4.) That in addition, the legislature ought to guarantee, for a limited term of years, the regular payment to the shareholders of a dividend at a rate not exceeding six per cent. per annum, upon the first £100,000 of the capital subscribed; security for the same being taken by the government on the tolls collected by the company.

(5.) That as a large amount of money is lying unemployed, and consequently unproductive, in the Savings' Bank, the Council is of opinion that a sum not exceeding £30,000 might be advantageously invested by the government, in behalf of that institution, in shares in any such company.

(6.) That the foregoing resolutions be communicated to his Excellency the Governor, with a copy of the report of the select committee on railways; and that his Excellency be respectfully requested to take the same into his favourable consideration, and also to bring the subject generally under the notice of the Right Honorable the Secretary of State for the Colonies, with the view of obtaining the sanction of her Majesty's government to such portions of the recommendations of this Council as cannot be carried into effect by the colonial government.

Notwithstanding the vast importance of the subject, which it was his duty to bring before the Council in the shape of these resolutions, he did not anticipate that it would be necessary for him to trespass on the attention of the Council at any great length. It was not a subject for any display of eloquence, but one purely dependant on circumstances and facts, and these circumstances and facts were so strongly arrayed in support of the resolutions he had the honour to move, that he believed, without one word of advocacy from him, a large majority of honorable members were already prepared to acquiesce in them. With regard to the first resolution, that the time had arrived when the formation of railroads in the colony ought to be commenced, he thought that little could be urged against its truth. The select committee appointed by the house were fully of opinion, and the evidence taken fully bore them out in that opinion, that if one short line of railway could be so established, it would prove the certain forerunner of carrying out a general system of this mode of communication, through every district as far as the means and circumstances of the colony would permit. The immense advantages which must arise from such a system, would then, for the first time in their fullness, force themselves upon the public mind, and those who now in doubt or prejudice held back from the formation or advocacy of this great work, would unhesitatingly come forward, when the substantial benefits to be derived from it should be palpably displayed before them. But however considerations of caution or interest might influence some, there was no doubt that the introduction of railroads into this colony had already deeply interested a large and highly influential portion of the community. He would ask the house in their deliberations on this subject to bear in mind what had been done out of doors. On the 29th January, 1846, the first public meeting on this subject was held, and the result of that meeting was, the appointment of a provisional committee, to collect information as to the expediency and practicability of establishing railways in the colony, with instructions to such committee to report thereon to another public meeting, to be afterwards called. The committee thus appointed were not directed to turn their attention to any particular line of road, but to consider the subject generally. It was however found that this enquiry would prove too laborious for any one committee to do effectually, and consequently separate sub-committees were appointed, to report severally upon the expediency and advantages of railroads on the northern, the western, and southern roads of the colony. The last of these committees alone reported, and they confined their investigation into the subject to a line extending from Sydney to Goulburn. On the 6th of August, 1846, the report of this committee was brought up before a public meeting called upon to receive it. It would be seen from the way in which this provisional committee was appointed, that the question was not agitated in a partial or interested light, but in a national view, the object being to ascertain the applicability of the system of railroads to the colony generally, or to any particular district, if such district should hold out peculiar advantages. If the gentlemen who formed the sub-committees appointed to consider the northern and western lines had displayed as great activity and interest as those who composed the southern line committee, it might have been that they would have been able to make out a case in favour of these lines equally favourable. At this second meeting, then of the 6th August, 1846, the committee appointed on the 29th January brought up their report, recommended the formation of a railway from Sydney to Goulburn, and further that as no decided steps could be taken towards the formation of a railway until the line of country should have been accurately surveyed, a public subscription should be entered into for defraying the expense of such a survey, and that the Government should be applied to for assistance thereto in out of the revenue. This report was unanimously adopted and a second provisional committee was appointed to carry out its recommendations, in pursuance of which Mr. Woore was appointed by such committee to make the necessary survey- a duty which he performed not only to the satisfaction of the committee, but, he believed he might say, to that of the whole of that portion of the community who understood or took any interest in the subject. He was not there to pass any eulogy on the talents evinced by Mr. Woore in the survey which had been so elaborately made by him; but as it might be a satisfaction to some hon. members to have proof of his ability to perform so important an undertaking, he would take the liberty of reading the testimony in favour of Mr. Woore offered by Captain King in his evidence before the committee—

> You have seen, I believe, the plans and surveys which have been made by Mr. Woore, who is a lieutenant in the Royal Navy, and was formerly engaged in making surveys on Her Majesty's service? I have, and have looked through them with much attention.
>
> Will you favour the committee with your opinion, as far as you are able to give it, with reference to those plans? I am aware that Mr. Woore has made some very useful surveys in India under the direction of Sir Edward Owen, the Commander in-Chief, particularly a very elaborate one at Penang; since which I have known him when a lieutenant in Her Majesty's ship Alligator, on this station. I was with him on board that ship during his survey of Twofold Bay, which was performed in a very correct and creditable manner; and I have every reason to think, from careful examination of his plans now before me, that they are entitled to every credit, and I should confide in them myself, as documents of considerable value.
>
> Do you think that any opinion which might be drawn from the surveys of Mr. Woore, would be founded, as far as these documents lay claim to consideration, upon accurate data? I think Mr. Woore would not make any statement that he was not quite satisfied was perfectly correct, and therefore I should place every confidence in what he has stated, and on his skill as a draftsman and surveyor. The levels seem to have been very carefully observed. I have seen the instrument which he used, and I am quite sure that any person skilled in levelling, as I believe Lieutenant Woore to be, would make correct surveys with it. I have had an opportunity of testing one particular part of his survey, near Berrima, having measured the same height repeatedly with the barometer.

The requisite survey having thus been made, another public meeting was called, which was held on the 27th January last, at which Mr. Woore's report was laid before the public, and the opinion, expressive of satisfaction on the part of the committee in respect thereto, entirely confirmed. The opinion of that meeting was conveyed to the house in the shape of a petition, stating the opinion of the petitioners that railways could be profitably introduced into the colony, and praying the assistance of the government in carrying out what he believed every one was agreed upon would be so desirable a result. He thought this allusion to the history of this subject out of doors would be sufficient to show the interest it had inspired, and afforded ample grounds for that Council taking it into their consideration. These, however, were not the only considerations which ought to have weight with them, and to which, with the permission of the house, he would slightly allude. The advantages to the colony of the introduction of this system had been pressed upon the local government and legislature, by successive ministers at home. The first intimation from home on this subject was conveyed in a despatch from Mr. Gladstone to Sir George Gipps, in the shape of a circular addressed to the governments of different British colonies. The opening paragraph of that circular was as follows—

> I find that the impulse which has been given in every other part of the civilised world to plans of railway communication has been felt in many of the British colonies. The subject has been pressed on my attention from many different quarters, and under circumstances both physical and economical, as distinct and as various as are the conditions of those widely extended settlements. To attempt to lay down any one set of rules, or even a single rule, binding inflexibly on the executive governments of them all, would obviously be futile and impracticable; but the experience of this country has ascertained some general principles on the subject, the application of which is neither transitory nor local, but which, it may now be presumed, are applicable in various degrees to the legislation of every country in this new field of enquiry.

Accompanying this despatch, which contained detailed instructions on the subject, were a number of acts of Parliament, standing orders of Parliament, and other documents, showing the course which had been adopted at home for more effectually preventing the evils and securing the advantages incident to the new lines of railway in England. Following upon this document, received from Mr. Gladstone, in reply to a despatch treating of the subject from Sir George Gipps, Earl Grey, in a despatch dated 26th February, 1847, made the following remarks—

> I am fully sensible of the very great advantage which would result from the construction of railroads in the Australian colonies, and I am of opinion that, in order to obtain this advantage at an earlier period than would otherwise be possible, it might be greatly for the public interest to encourage the promoters of such undertakings, by allowing them to share in the increased value which would be given to the lands through which the lines would pass

> I consider it to be very possible that a well considered arrangement of this sort might render the construction of a railway a remunerative undertaking, even were the traffic, which it would create, immediately prospect, would not be sufficient to make it so, and this not only without loss, but with positive advantage to the public.
>
> I am aware that for the purpose of enabling the government to grant such advantages, an alteration will be necessary in the present Land Sales Act of the Imperial Parliament. I shall, therefore, be prepared to propose such an alteration, whenever I am informed that, by so doing, I may enable the projectors of any well matured plan of this description to carry it into effect.

More recently, and the last important document that had been received by the Council were the despatches laid upon the table during the present session, including Mr. Wilkinson's report, and alluded to by his Excellency in the following passage of his opening message to the Council: "It will be my further duty to place before you some of the despatches on subjects of interest to the colony, which I have received from Her Majesty's Principal Secretary of State for the Colonial Department. Among them is one transmitting a series of Reports relating to the project of constructing a railway from Halifax to Quebec. His Lordship directs particular attention to one of these Reports on the result of experience in the United States of America, with regard to wooden railways, and points out the great importance of establishing such means of communication at the earliest possible period in this colony:" He (Mr. Cowper) thought that this narrative of the introduction of the subject to the colony, would lay that Council open to the imputation of great indifference and supineness, if they did not join in the consideration of this important question, and he thought that the feeling that had been evinced out of doors, in the colony, the marked manner in which it had been urged upon the attention of the Government by successive Secretaries of State, combined with the evidence which had been taken as to the practical utility and expediency of the introduction of railways into the colony, ought to satisfy them that the time had arrived when the foundations of railways in the colony ought to be commenced. He was aware that it might be objected that the attempt to carry out this great work would be attended with one great evil, namely—that it would have the effect of attracting labour from pursuits, the existence of which depended upon an increase in the present supply of labour. He did not, however think that, the force of this objection was sustainable for looking to the facts of the case as detailed in the evidence of the various witnesses before the committee, it appeared pretty clear that there was a very considerable amount of unemployed and unproductive labour in the city of Sydney, which might, and probably would, be employed in the construction of a railroad, but which it was impossible by any inducement to remove into the interior, in order that it might relieve the pressure for labour for pastoral pursuits which at present existed. Mr. Shiels, the principal surveyor of the City Corporation, and who ought therefore to be, perhaps, the most competent witness as to the amount of labour in Sydney at present disposable for public works, gave the following evidence on the subject:—

> Since you were examined before this committee on the 26th instant, have you still further considered the subject of introducing railways into the colony, and if so, will you state to the committee any views which you may now be prepared to express on any branch of this inquiry? Since my former examination I have further considered the subject, and have come to the conclusion, that with our present limited command of labour and capital, a railway of considerable length could not be undertaken with the prospect of being completed in a reasonable time; but that a line such as that from Sydney to Parramatta might be finished in a short period, say, in two, or from two to three years.
>
> Could you state, with any degree of confidence, what amount of labour you think would be desirable to place upon the line of railroad to be constructed between Sydney and Parramatta? Upon a rough calculation, supposing that it were necessary to cut down and remove to the line about fifteen or twenty thousand trees to form the frame work and railway, and that the earth-work would not exceed 25,000 cubic yards per mile, I should think that from 150 to 200 labourers, exclusive of mechanics, would suffice for the construction of the line in two years, or a proportionately lesser number in three years.
>
> For what number of mechanics do you think it would afford employment? The mechanics I suppose to consist for the most part of rough carpenters, of whom there are plenty in the country; they would work for low wages, and with a few superior mechanics to superintend them, would be able to construct the frame work, using round timber (as I conten plate) in its formation, and little or no sawn stuff, except for the immediate support of the rails. There would also be some masons and other mechanics required, but not enough to affect the market injuriously. I could scarcely state the total number, having no means of knowing the amount of work to be done—perhaps fifty or sixty would suffice.
>
> Have you much difficulty in getting labourers of any kind for the works of the City Council? None whatever; although the rate of wages paid by the Corporation is low, the applications for employment on their works are very numerous, and we can select as many excellent labourers at three shillings per day as we desire. This is accounted for by the fact, that nearly all these men have large families, which renders them unsuitable for country employment, and destroys of obtaining constant work and regular wages in Sydney, even at a low rate.
>
> This employment would not interfere much with the country labour? I do not think it would, especially if regular supplies of labour be sent to us from England.
>
> Is is not notorious that there are an immense number of persons now hanging about the city of Sydney, who will not be induced to go into the country for any purpose whatever? I understand that to be the case.
>
> Would these persons be willing to be employed on such works as railroads, or other public works, immediately in the vicinity of the city, although they would not add to the labour market in the interior? They would have no objection to work in the immediate neighbourhood of the city.

On this point Mr. Gilbert Smith was also examined to the following effect:—

> Have you considered this question with reference to the amount of labour at present available in the colony for carrying it out? I have; I think the carrying out of this work would in no material degree interfere with the labour which the settlers command, because the men who would work upon the railroad will not go into the interior.
>
> You consider that at present there is a considerable portion of labour which could be spared in Sydney? Yes, particularly among mechanics, brick layers, and that class; I have talked to several, who are very anxious that a railway should be commenced.
>
> Are you aware that there are a number of persons within the city and its suburbs who are unwilling to proceed into the interior for work, but who would, most probably, accept employment on works of this kind, within a few miles of Sydney? I am.
>
> Have you ever heard any estimate of the probable number of such persons? Many hundreds, I should say.
>
> Do you consider that it would be possible to commence or complete railroads without very materially affecting the supply of labour for agricultural and pastoral pursuits in the interior? I think that railroads could be made without affecting the labour market to any great extent. I would suggest, that as the government have resumed immigration to the colony, there would always be a number of persons, though not, perhaps, a very great number, who would accept temporary employment before they resolved to proceed into the interior, but who would also be open to employment in the interior as soon as they should have such offers made them as they might consider advantageous; thus the disadvantages of immigrants upon their arrival remaining without any immediate employment, would be prevented.

There was other testimony to bear out the evidence of these gentlemen, and those on the committee were not chargeable with having made this recommendation of an immediate commencement of a line of road, without due consideration. Since, indeed, this evidence was taken, their prospects of a large supply of labour had considerably improved. Not only were they at present receiving an extensive supply of free immigrants, paid for out of colonial funds, but there could be but little doubt that in a very short time they would have to some extent, exiles and orphan apprentices landed on these shores, accompanied by free immigrants, sent out at the expense of the home government. Then, in reference to the expense of railways, he was aware that considerable doubts had at first existed as to the possibility of their being carried out in this colony on this account. But although the expense of creating lines of railway must doubtless in any case be considerable, yet when they saw how much science had done in the last few years to reduce this expense, when taking advantage of the experience of other countries they applied the results of that experience to the circumstances of their own country, the outlay of capital for this purpose did not appear so formidable as many imagined it would. It was not expensive lines of roads like the railways in England that were wanted here. A less costly structure, a less rapid conveyance would answer every reasonable purpose here, and to effect this the colony possessed many advantages, and in forming wooden lines it had been practically shown in America that they could be constructed at a moderate cost. In Mr. Wilkinson's report on this subject, the following passage occurred:—

> The enormous expense of the first railway experiments in England for the transport of both passengers and freight, did not divert our neighbours on this side of the Atlantic from availing themselves of advantages which were assured by an improvement so peculiarly adapted to this continent. On the contrary, they immediately began to consider the means within their reach of securing its benefits. They had the advantage of experience, purchased so liberally by others, and many natural advantages of their own, not available in England. In New England indeed, where population, wealth, and local circumstances amply justified the attempt, railways were begun and finished very closely after the English model. But in South Carolina, where the abundance of timber and the favourable character of the country naturally suggested the idea, timber foundations, and also rails essentially of timber, were adopted to obviate the costly alternatives of earthern excavations and embankments, solid masonry, and the heavy iron rail.
>
> The same report furnishes a statement of the cost of the road, from which it appears that, for the wooden structure and materials it amounted to 581,542 dollars 43 cents; or equal to 4300 dollars per mile, exclusive of iron and spikes for the plate rail, which amounted to 129,3?9 dollars 47 cents, or about 921 dollars per mile. Preliminary expenses, surveys, engineer department, workshops and materials, machinery, engines, cars, inclined plane, land, road police, office expenses, &c., amounted to 241,296 dollars 47 cents; or equal say to 1774 dollars per mile.
>
> The road continued in active operation as thus constructed until 1836, when heavy repairs became necessary. At this time, therefore, the whole expense of the construction of the road, exclusive of the iron rail, and other expenses above enumerated, was no more than 4300 dollars or £1075, Halifax currency, or about £896 sterling per mile; and including everything, only equal to about £1400 sterling per mile, under the unfavourable circumstances of a first experiment.

The statements in this extract have direct reference to the circumstances of this colony, although written in respect to America, and they were borne out by another authority of high reputation. In Mr. Porter's book, (The Progress of the Nation) he found the following passage in the chapter devoted to the consideration of this subject:—

> The New York and Erie railroad, the greatest work of the kind that was ever undertaken, was begun in November, 1835. Its entire length, from the city of New York to Portland and Dunkirk, on Lake Erie, will be 506 miles. The capital of the company is ten millions of dollars, or about £4129 per mile. The South Carolina railroad from Charleston to Hamburg, a distance of 136 miles, is a successful undertaking, which was begun in 1830, and opened for use throughout in 1833. It is built on piles, and the difference of level is overcome somewhat in the manner proposed in this country by Mr. Palmer i.e., by means of the varying lengths of the posts or piles employed. Since the first construction of this work it has been judged advisable to fill in the piles with earth, converting them into an embankment, and thus the cost of the line has been much enhanced. Even with this additional expense, however, the whole cost has been only 1,336,613 dollars, or £1812 4s. per mile, including locomotive engines and carriages.

Under such authorities as these, as to the cost at which railways could be constructed, with the evidence they had as to the abundance of materials and the price of land—the statistical statements laid before them, founded on the most careful investigation of facts as to the traffic which would be likely to take place on these roads, the labour that their construction would probably employ, and the present and perspective means they had of affording that labour without interference with other industrial pursuits,—he repeated, that the committee were fully justified in stating in the terms of the first resolution, that the time had arrived when the formation of railways in this colony ought to be commenced. He went further than this; for looking at the state of the colony, the very imperfect means of internal communication which it possessed, he believed that if the colony was to progress, that the introduction of a system of railways would be absolutely indispensable. In the first place, it would be necessary that some short line should be formed. At first he was of opinion that this line should extend only twenty-four miles, but more mature deliberation had induced him to believe that if it were carried to the limits of the county of Cumberland it would be more desirable. It was proposed that this first, and as it might be called, this experimental line, should constitute a main trunk, from which branch lines might verge off either on a southern or western direction. This main line once constructed, he feared not that, as rapidly as the circumstances of the colony would permit, the system would be extended through every district. A small extra outlay would enable the line to be carried to the Cowpasture River, either at Windsor or at Penrith, whichever might be deemed most desirable. To carry out a railway to this extent would not cost above £100,000, a sum which, with the assistance and co-operation of the government, might, he thought, be easily raised. On this point Mr. Gilbert Smith, who took great interest in the subject, gave the following evidence:—

> Do you think that in the event of a company being formed for introducing railways into this colony, there would be capital sufficient to commence and complete any given number of lines? I think a sufficient sum would be subscribed, if the government were to guarantee five per cent. interest for a term of years.
>
> What amount of capital do you think could be available for the purposes of railroads with that dividend guaranteed? I think shares to the amount of £100,000 would be taken, especially if executors and trustees were permitted to invest money in railways.
>
> Do you think it would be safe to allow trust moneys to be invested in such an undertaking? Certainly, with the government guarantee of a dividend.

Vast advantages would arise to the country from such a line: nor would it alone be useful, but he was firmly convinced it would be an economical undertaking. A large amount of money had been expended on the Bathurst road, and the road up the Hunter, which he had no doubt would have turned out far more beneficially to the colony if it had been expended in railways. Looking at the expense of constructing macadamised roads in this colony, he was decidedly of opinion that the cheapest as well as the best means of internal communication which could be created was a system of railways. It was suggested by Mr. Shiels that the main trunk line leading from the metropolis, and over which the most extensive traffic must necessarily take place, should be constructed with greater solidity than more remote portions of the line. Such a line would not extend above fifty miles, and this it was thought might be effected for £100,000. The promise and support of the Council would do much to expedite the formation of a company to carry out so desirable an undertaking, and when they looked upon the amount of capital which was at present lying idle in the colony, with a security guaranteed by legislative enactment, he doubted not a company would speedily be formed. There was, he well knew, from circumstances which it was unnecessary for him further to allude to, a distrust in joint stock companies prevailing in the colony, unless the shareholders were secured by the government; and it was this that induced the committee to introduce the recommendation contained in the 4th resolution—"That the legislature ought to guarantee, for a limited term of years, the regular payment to the shareholders of a dividend at a rate not exceeding six per cent. per annum, upon the first £100,000, of the capital subscribed; security for the same being taken by the government, upon the tolls collected by the company." In asking this guarantee, they had asked for nothing more than that for which they could find a precedent. In the enquiry made by a select committee of the House of Lords on the subject, he found Mr. Perley giving the following evidence:—

> Have any such reproductive works been in contemplation in the colony; and have any proceedings recently taken place in the Colonial Legislature which has a tendency to augment those reproductive works? The Legislature of New Brunswick has united with the Legislatures of Nova Scotia and of Canada in requesting Her Majesty's Government to cause a survey to be made for a line of railway from Halifax to Quebec, to pass through the centre of New Brunswick throughout its whole length. That survey is now in progress, and it is expected that at the end of the present season the officers of engineers who are conducting it will be able to determine whether there is a practicable line, and what course the line shall pursue.
>
> Will you state what you understand by "reproductive works?" I alluded particularly to railways.
>
> By "reproductive works" you mean works that will be profitable to the province; that will afford a profit upon the capital that is invested? Yes.
>
> Do you confine yourself to railways, or do you include any thing else? I consider roads and bridges profitable and useful works, but railways and canals as reproductive, inasmuch as fares and tolls would be received. We have no tolls on the roads and bridges in New Brunswick at present.
>
> Besides the survey to which you have alluded from Quebec to Halifax, of a line in prospect, has not there been something practically done by the Colonial Legislature on the subject of internal communication by railway? A railway company was incorporated in New Brunswick some years since, for a line from the sea at St. Andrews, up the valley of the River St. John to Quebec; the line was surveyed at the expense of Her Majesty's Government, and found to be an easy and practicable one, and it would probably have commenced then; it was intended to be commenced, but the United States Government remonstrated against the construction of the line, as interfering with the territory which they claimed, and on that remonstrance Her Majesty's Government issued a prohibition. Since the settlement of the boundary by the Ashburton Treaty (the survey of which closed in the last season) the company are now moving again; and in order to encourage them to the undertaking, the local Government has given the company very extensive powers and privileges; they have granted them a belt or strip of land of 10 feet in width, over which the railway may pass, with land of certain miles for a station, and the faith and credit of the province stands pledged to guarantee a minimum dividend of five per cent. per annum on a certain amount of stock for ten years after the railway is opened, and a further grant, by way of bonus, of 20,000 acres of land, to be held by the company in fee simple, and to be selected by the company on the line of the railway.
>
> Has that been confirmed by the Home Government? The Provincial Parliament passed the bill with a suspending clause, and I am officially informed that it has received Her Majesty's Assent in Council.

Now the resolution he proposed certainly went no further than this; and though perhaps it might be said that six per cent. interest was more than the legislature ought to guarantee, it must be observed, that no special rate was fixed or asked for; but the resolution only provided that it should not exceed six per cent. It must further be borne in mind by the Council, that all their proceedings in respect to this subject at present would have again to be brought before the Council, by any company that should come and ask for an act of incorporation. That would be the more fitting time at which to permanently fix details—the object of the present resolutions was only to give such information, and inspire such confidence in the safety of such an undertaking as would induce the formation of such capital. The report of the select committee, and the evidence appended to it, went so fully into the merits of the lines of road, that he did not feel called upon to go into any comparison as to which was the best. The evidence sufficiently proved that a line in the county of Cumberland must be generally beneficial; and, further, that there was the means of procuring a sufficient supply of labour and capital to construct such a line within a reasonable time, while the returns a ising from the traffic upon, would not fail to render it a safe and profitable investment. There was only one other recommendation of the committee to which it would be necessary for him to refer, and that was as to the investment of the money invested in the Savings' Bank to this purpose. The principle of borrowing money from the institution for works of national utility, under the security of the government, had been already assented to by the house, and he thought this was a work that might fairly lay claim to that title. He had been informed, however, that the proposal to invest the money so borrowed "in shares," in any railway company that might be formed was objectionable, and he should, therefore, ask permission to strike the words "in shares" out of the resolution, thus leaving the mode of investment to after decision. (Hear, hear.) Looking at the probable supply of labour, he could not only apprehend no danger from this course, but he thought that the commencement of a work like this would be a prudent one, was much, as, if any excess of labour should arrive, it might be employed on this work—a work which he was thoroughly convinced was essential to the prosperous growth of this colony

so borrowed should be invested in shares in any company. If invested in shares the money must also share the risk; and the government certainly could not consent to a principle so objectionable as this. Money borrowed from the Savings' Bank, if invested for a purpose like this, must be invested under the guarantee of the government. He had had some difficulty to overcome his repugnance to come to any opinion in favour of any specific line, but the evidence that had been given had enabled him to do so. It was quite evident that in all such works as this there must be a beginning, if they were ever to be introduced at all, and one great advantage in the proposed line would be, that it might be carried on for twenty or thirty, or forty miles, and so far would lead equally to the western and southern districts. He did not doubt that the amount of labour for this work would be easily procurable from Sydney without at all interfering with the pastoral interests. He thought also it would be highly advantageous, as affording the means of employment to any temporary excess of labour which might arrive, an emergency which might arise if all the schemes of emigration were carried into effect. Already the position of the colony with regard to labour was materially changed, as a copious and steady supply had already commenced. Before such a work as this could be commenced, he doubted not there would be labour enough in the colony for all purposes. In conclusion he would again repeat, that it was his sincere wish to forward to the utmost of his power the carrying out of a system of railways, and in making this declaration he expressed the opinions generally of the government to which he had the honour to belong. (Hear, hear.)

Mr. PARKER—(addressed the house in so low a tone of voice that his observations were for the most part inaudible in the gallery)—He agreed with the Honorable the Colonial Secretary, that the thanks of the country and the house were due to the select committee and its honorable chairman, for the able manner in which they had performed the duties entrusted to them. The evidence they had taken on the subject was extremely valuable, particularly that of Mr. Shiels, and he regretted much that that gentleman had not had access to the latest improvements in railroad engineering. In this country the introduction of railways seemed to be particularly desirable, as it possessed no navigable rivers or other natural facilities to internal transit, and even on such roads as could be ordinarily constructed, seasons of drought rendered the traffic upon them almost impracticable. The country therefore would derive immense advantages from the introduction of a system of railroads into the colony With regard to constructing these lines of wood, as described in the report of Mr. Wilkinson, he had some doubt whether the peculiar hardness of the wood would have the effect of opposing some difficulty, as the smoothness would render the ascent of any of the gradients a matter of difficulty, and some of these gradients even in the county of Cumberland were as great as one in sixty. With regard to the system of driving piles, the nature of the substratum of the soil here would interpose serious obstacles to this. He fully agreed with all who had preceded him, that with the prospect they had of an influx of immigrants of various descriptions, that there was no fear of any works of this description likely to be commenced which would at all interfere with the labour market. With regard to the returns to be derived from these railways, he spoke with some hesitation, for he believed it was a fact not to be disputed, that the profits of the lines at home had been derived from the transit of passengers rather than of goods, the latter increasing the wear and tear of the line to a vast extent. If this view were borne out in this country, where so much depended upon the carrying of goods, it might check the amount of return expected. He did not say this with any wish to retard the introduction of railways, as he was quite satisfied nothing would so much advantage the county. He thought also, that it was desirable that the government should encourage and assist these companies, as without it he did not think that people in the colony would very readily embark in joint stock companies.

Mr. DANGAR quite agreed with the hon. member for Cumberland as to the very great importance of the subject he had brought under the consideration of the house; and also that the time had arrived when railways might be introduced into the colony, with excellent prospect of success to any company. Neither had he any objection that any companies engaging in these important undertakings should receive the assistance of the government. He thought it extremely desirable that every encouragement should be given by the government to introduce this system, as certainly even though yet far off, the disposition manifested in the colony towards the introduction of railroads did give them some prospect of improvement, and a gleam of hope, that in some few years at least their present miserable roads might be superseded by a better and cheaper and more expeditious means of communication. The honorable mover, however, had hinted that the northern and western gentlemen had not been so active in this matter as the gentlemen in the south. But he must tell the honorable gentleman, that if the gentlemen interested in the northern and western lines had not called public meetings, they had not at all events been unobservant of the movement going on, or of the advantages those lines possessed. With regard to the northern district, he did not hesitate to say that the valley of the Hunter for 150 miles, up to the dividing range, offered advantages and facilities for the construction of a railroad altogether unequalled in the colony. Throughout the line it was one continuous gradient. If the traffic on this road were sufficient to support a railroad, there could be no doubt that it was the most desirable place in the colony for the formation of one. The filling up, the excavating, and tramelling which would be required in other lines, would be wholly unnecessary here, as the same difficulties did not exist. Therefore, although the gentlemen of the northern district had not been quite so busy as those in the south, it was because they were not called on to be so. There was no necessity for a survey to tell them that the formation of a line of railway through the valley of the Hunter was practicable, as the fact was self-evident. He must also express his regret that in the selection of the committee there had not been a more equal division of those interested in the different districts. He found in that committee there was only one gentleman to represent the interests of the northern district, namely,—Captain Dumaresq, while Mr. Murray, Mr. Cowper, Mr. Lord, and Mr. Icely, all members of the committee, were also all interested in the southern district. Nor did he find, on looking through the evidence taken before the committee, that there was a single question asked as to the practicability or advantages of either a northern or western line. The committee indeed seemed to have forgotten throughout their enquiry that there were any districts through which a line might pass further north than Sydney. Their duty, restricting itself to their inclinations, never carried them a step to the north of the metropolis. Not a witness from the north was examined. The witnesses were Mr. Dawes, Mr. Woore, Captain King, Mr. Shiels, Mr. G. Smith, Mr. Goodall, Mr. Walker, and the Rev. R. Mansfield, but not one of those, except Captain King, was from the north, the labours of the committee not being extended to the whole colony, but confined to the southern district only. If he were disposed to enter further into this subject, he should not hesitate to say that there could be no comparison as to the future prospects of a line to the north and one to the south. The advantages of the former were too considerable to require a moment's advocacy. He did not wish, however, to go minutely into the respective merits of these lines, and he could say, that he should be happy to vote for a line of railway even though it were between Sydney and Goulburn. He did think at present that any such work must materially affect the labour market, and that it would be unwise to withdraw labour from those rural pursuits in which it was so much wanted, and which were the source of so much profit and advantage to the colony. The Government, therefore, ought to be very guarded, so that it might not come into opposition or collision with the private employers of labour in carrying out this work. It would, of course, cause a competition between the private employer and this railway company; nor did he think it would be fair to ask them to give such company a guarantee of the interest and the money its members advanced, while that company, by its competition in the labour market, was injuring the private employer, who must put up with his loss as he best could. For it must be borne in mind that the actual number of labouring men received by the immigration now going on was in reality very limited. A large proportion of the immigrants were women and children, and it could not be calculated that there were more than sixty or seventy labourers in each immigrant ship. He did not object at all to receive these women and children, because in a prospectus point of view they would no doubt aid materially to the labouring population of the colony; but the actual importation of labour to supply present wants, was being conducted on a very limited scale. He was therefore doubtful on this point whether it would, until the present pressure of the labour market was relieved, be wise for the government to afford facilities for carrying on these works to any large extent without making some stipulation, that any company enjoying the advantages proposed to be given to them should import a certain quantity of labour—say 400 adult labours, at its own expense, to preserve the balance of the market. If these works were to be carried out by private companies, he thought they should be guaranteed by government, and cordially approved of the plan proposed in the resolutions to carry this into effect.

Mr. MURRAY: The honorable member who had just sat down had formed erroneous conclusions as to the composition of the Select Committee. He was not aware that either Mr. Lord or Mr. Icely had any interest at all in the southern line, although doubtless they had in the western, the only gentlemen on the committee who had any interest in the southern line, being he believed the honorable member for Cumberland and himself. He believed the committee to have been fairly appointed, and that they had performed the duty entrusted to them fairly too. If no questions were asked concerning the other districts, it was only because the report of the local committee, which was very full, satisfactorily showed them the southern line presented the greatest advantages, and afforded the greatest probability of paying a dividend. Mr. Parker on commenting on Mr. Shiel's evidence, seemed to have forgotten the data in which all applications to the legislature at home for the formation of railroads must be based. These applications should represent the actual traffic in goods and passengers; and then the company applying had a right to assume that the traffic on the railway would be twice the existing amount. Now it was shown that the actual amount of the existing traffic between Sydney and Goulburn was £60,000, and therefore adopting the principle that obtained at home, they had a right to assume that the traffic would, after the formation of a railway, amount to £120,000. Nor could the present number of passengers be taken as any criterion of what the number would be under railway facilities of communication. He himself, of course, under the present state of things, came to Sydney as seldom as possible; but if a railroad existed, it was very probable that he should come very often. With regard to English experience, he believed on many of the lines the traffic had been quadrupled since the introduction of railroads. But the introduction of railroads held out other advantages. During the last few years, the colony had paid away about £120,000 of its capital for grain. Now it was well known that the southern districts were grain-growing districts, and if facilities of communication existed, any quantity of wheat could be grown and brought to market—and so with other things. The rich resources of mineral wealth which many portions of the southern district, particularly throughout the county of Argyle, were known to possess, were at present unavailable, as it would not pay to bring the minerals to Sydney. From these reasons he felt morally certain that were a line of railway on a small scale commenced, it would immediately lead to others. The advantages of it would be seen and felt before they could be appreciated. The introduction of railways into this colony would at once do more for the colony than centuries would effect without them—Their introduction here would mark the commencement of a prosperous era in the colony. Not only did he think that the house should be unanimous in its support of this system, but also that individual members should express their sentiments regarding it. He believed that there were a thousand persons in the colony who would not hesitate to take up ten shares—of £10 each, in the line between Goulburn and Sydney, and they were only deterred from doing so now by the fear that in becoming members of any company they would render themselves liable beyond the extent of their shares. The law, however, in this respect had recently been altered, and thus one obstacle was removed. The railways wanted in the colony were of the humblest description. He should be quite satisfied if goods could be carried at five miles and passengers at ten miles an hour. There was however one difficulty to overcome, and that of a very formidable character. That difficulty was the singular obstinacy of the home government on the subject of the land regulations. It was recommended by Sir George Gipps that land should be given by the crown for railway purposes, but the sordid policy of the home government forbade such liberality, and it was kindly offered them at £1 an acre. Really, when he saw the invidious distinctions constantly being made between them and other British colonies, he was strongly impressed that if such a policy were persevered in, it must eventually lead to disaffection and disloyalty. The only notice the Council should have taken of the illiberal despatch on which this proposition was made was to send it back to its author with the contempt it deserved.

Mr. COWPER would trouble the Council with but very few words in reply. He felt grateful to the Council for the manner in which they had received the labours of the committee, and felt satisfied that the result would be most satisfactory and beneficial to the community. The honorable member from the north had imputed a charge of unfairness in the selection of the committee; (Mr. C.,) regretted that from an oversight the name of the honorable member (Mr. Dangar) had not been added, but in selecting a member from the northern districts he had selected his gallant friend Captain Dumaresq, who was at one time connected with the public works of the colony. There were two members from the west and two from the south, but one of those from the south, his honorable friend near him (Mr. Murray) had never attended a single meeting of the committee. He did not mention this by way of complaint, but merely to show that there was not that extraordinary zeal for the interest of the south which the honorable member supposed. And with respect to this partiality for the south he would remind the house that from the evidence given to the committee by Mr. Davies, it appeared that the General Railway Committee appointed three sub-committees—one for the north, one for the south, and one for the west; and that it was only the sub-committee appointed for the south that had made any report: the western sub-committee it was understood declined to act as a sub-committee, and intended to act for themselves; the northern sub-committee said that some time before they had caused the line between Newcastle and Maitland to be surveyed, but there was nothing before the committee of the Council. The only data they had to rely upon were the survey and facts connected with the southern road. It had been said that the traffic on the southern road would not pay the expenses of a railroad. Now it was a singular fact that in the first railroads made in England the passenger traffic was not considered at all, they relied entirely on goods. On this authority he would refer to the authority he had before quoted, Porter—

It is a singular fact that of all the railways constructed and contemplated up to the opening of the Liverpool and Manchester line, not one was undertaken with a view to the conveyance of passengers. In the prospectus published by the projectors of that work, it was indeed held out as probable that one half of the number of persons then travelling by coaches between the two towns might avail themselves of the railway in consideration of the lower rate for which they would be conveyed, and the directors expected to realise an income of £29,000 per annum from that source; but the chief inducement held out to subscribers was the conveyance of raw cotton, manufactured goods, coals, and cattle. The following table, containing a statement of the actual traffic upon the railway from its opening in September, 1830, to Midsummer, 1835, and from the 1st of July, 1840, to the 1st of July, 1845, will show how much the anticipations of the projectors were at variance with the result. The great success attending this splendid work being in a principal degree attributable to the passengers conveyed by it, the chief inducement thenceforward to embark in similar undertakings has been the number of travellers and not the amount of goods to be conveyed. Hitherto it has been found, in nearly every case where a railroad adapted for carrying passengers has been brought into operation, that the amount of travelling between the two extremities of the line has been quadrupled.

According to the calculations made in England, it was fair to calculate that every person on the line of a railroad will travel by it four times a year, that would give near four hundred thousand passengers on the Goulburn line, while their estimate was only 36,000. He was sure that in every respect the returns would be far beyond the estimate, and that the encouragement which the government were asked to give to this first line would be the means of introducing railroads into all the important districts of the colony, and that before long the honorable members would have the pleasure of travelling on them.

The question was then put and carried unanimously.

Resolutions to be carried up to the Governor by the Speaker, Mr. Lamb, and the Attorney-General.

BILLS PASSED.

The Public Hospitals' Bill; the Appropriation Bill; the Bourke-street Bill; and the Disputed Boundaries Commissioners' Bill, were read a third time and passed, and ordered to be sent up to the Governor for the Royal assent.

FRIENDLY SOCIETIES' BILL.

The message from the Governor (in yesterday's *Herald*) proposing some verbal amendments in this bill having been read,

The COLONIAL SECRETARY said, that the message from His Excellency was so explanatory that no remarks were necessary.

The house then went into committee, and the proposed alterations were made. The house then resumed, and adopted the alterations, and sent the bill back to the Governor as amended.

Council adjourned at six o'clock to this day.

COUNCIL PAPERS.

REPORT FROM THE SELECT COMMITTEE ON STEAM COMMUNICATION WITH ENGLAND, INDIA, AND CHINA.

The select committee of the Legislative Council, appointed on the 29th of March, 1848, "to resume the consideration of the best means of establishing a Steam Communication between this colony and England, with instructions to take further evidence and to report," have duly considered the matters referred to them, and have agreed to the following Report:—

The report which was made by the select committee in 1846, contained a series of recommendations which met with the assent of your honorable house, and which formed the basis of the resolution passed on the 30th of October, 1846, under which the Council became pledged to the appropriation of a sum of £500 per month, for a period of three years, in aid of the plan recommended by the committee for extending steam navigation to Sydney by way of Singapore and Torres Straits. The evidence upon which the committee founded their report, and upon which your honorable Council subsequently acted, was so ample and conclusive, and the superiority of the plan of establishing a route by Torres Straits in preference to any other line, rendered so obvious, that it would appear that little if anything more could be urged in support of the same subject; for it appears to your committee to be incontestably demonstrated, that the eastern route, recommended in the report above alluded to, has the advantage over all other lines that can be suggested; first—in its being the shortest in point of absolute length; second—in its being a mere extension from Singapore of an already well established line: thirdly—in its traversing seas in which temptestuous weather would be rarely encountered, and vessels consequently of smaller dimensions, and of a less expensive order, could be with safety employed; fourthly—for facilities in coaling. In all these several respects each of the other lines that has been proposed, presents a disadvantageous contrast. As, however, the subject of steam communication, generally, has engaged the attention of the home government, since the report of 1846 was made to your honorable Council, it will be necessary to examine the different plans that have been proposed; one of which, the establishment of a route by way of the Cape of Good Hope, by means of vessels fitted with the screw propeller, has been reviewed with such favour by Earl Grey, as to have induced His Lordship to suspend the decision of Her Majesty's Government with respect to the project recommended by the committee of 1846.

If, in making this investigation, your committee should be led into the repetition of statements and arguments contained in the former report, they have to observe in extenuation of their so doing, that much of the evidence which they have collected, is of the same character with, and is a mere amplification and corroboration of that given before the committee of 1846. By a somewhat marked coincidence, the subject of steam communication between England and New South Wales was occupying the attention of the home authorities at the very moment that the select committee of 1846 were sitting, and whilst the Council were considering their report.

On the 22nd of August, 1846, a reference was made by Earl Grey to the Lords Commissioners of the Admiralty, conveying the opinion of his lordship as to the importance of securing to the various Australian colonies the great advantage of more rapid communication with England, and requesting their lordships' report thereon. In pursuance of the directions thus given, reports dated the 24th October, and 10th of October, were made by the hydrographer to the Admiralty, and the Comptroller of Steam Machinery respectively. These reports appear to your Committee to be of the greatest importance, as well from the lucid summary they present of the question to which they refer, as from the entire coincidence of the recommendations they contain with those propounded in the report of the select committee of 1846. The value of the reports from the Admiralty is enhanced by the high character and distinguished attainments of the officers whose opinions they embody. Captain Beaufort expresses his conviction that direct intercourse by steam between England and the colonies would in a short time double their capital, population, and produce. That as three-fourths of the whole distance are already performed by the Hongkong mails to Singapore, a line branching off from that port and taking the eastern line by Torres Straits, would traverse smooth water seas, where a passage is certain at all seasons; that they would supersede the steamer which the Dutch now run from Java to meet our packets, and that they would likewise produce direct communication between Australia and China, as well as the three Presidencies of India. Captain Beaufort proceeds to observe, that from Sydney, mails would easily be forwarded to the neighbouring settlements of Van Diemen's Land, New Zealand, and South Australia. After explaining, on grounds which to your committee appear wholly unanswerable, the objections which exist to the western route, Captain Beaufort concludes his report by strenuously urging their lordships to recommend that the communication between the thriving and important settlements of New South Wales, should be effected by a number of steam vessels of competent power, and by the Singapore and Batavian route.

The report of the Comptroller of Machinery, accompanying that of Captain Beaufort, estimates the expense of the first cost of four vessels of 500 tons, and 20 horse power each, at £90,000, and the annual expense of wear and tear, machinery, wages, victualling, and coals, at £48,298. Your committee would remark, in passing, the correspondence between this estimate and that made in the report laid before the Council. The sum estimated in the latter is £50,000 per annum. The committee feel that the conclusions which have been arrived at are entitled to the greater confidence from the unpremeditated coincidence thus presented in a series of calculations made at the same moment, at opposite extremities of the globe.

The proposal of connecting the Australian colonies with England by steam has, in the mean time, awakened public attention, and two distinct projects have been formed with the view of carrying out that object. One of these contemplates the route by the Cape of Good Hope; the other, that recommended by the Admiralty, and adopted by your honorable Council in their report and resolutions of the dates above referred to.

The India and Australian Steam Packet Company, established under the auspices of a number of highly influential individuals connected with the commerce of these colonies, was incorporated by Charter on the 20th of May, 1847. The line of communication proposed to be adopted is the eastern route by Torres Straits. Owing to the great commercial crisis that occurred in England, during the past year, the Company have been hitherto unable to carry into effect the objects of their Association, although by the letter of date 15th of October last, it is alleged that well grounded hopes existed, that at no distant period, probably not later than the months of July or August, the Company would have packets on the line.

Contemporaneously with the establishment of the Indian and Australian Royal Mail Packet Company, the proposition of Mr. Hays for connecting the Australian colonies with Europe by the Cape of Good Hope, was also brought under public notice. Mr. Hays's proposal has been so far countenanced by the Right Honorable the Secretory of State for the Colonies, that in consideration of the Association represented by him undertaking to despatch during the autumn of last year a vessel fitted with the screw propeller, in order to test the practicability of establishing a line of communication by vessels of that description with the Mauritius and Australia, by way of the Cape, the Government agreed to wait the issue of such experimental trip before entering into any agreement with other Associations for the conveyance of mails to the same quarter; and at the same time the Lords of the Treasury sanctioned the proposal of the payment, in aid of the expense of the undertaking, of the amount to be received on the letters and newspapers which might be forwarded by the vessel.

In this brief narrative of events connected with the subject of their investigation, your committee feel, notwithstanding the regret which they in common with the whole colony experience, at the retardation of that plan, the adoption of which the Council has recommended, that there are nevertheless grounds for satisfaction. Her Majesty's government have shown great anxiety to effect the consummation of the great object of bringing the colonies into connexion with the parent state by means of steam; and this feeling also appears to have been largely participated in by the public at home, whilst the committee refer with no ordinary feelings of gratification to the emphatic confirmation of the views of the Council as to the superior eligibility of the eastern line over all others, that has been afforded by the highest authority that can be appealed to on such a subject.

It remains only for your committee to furnish a brief analysis of the evidence recently offered to them, in reference to the subject of their investigation. They propose to consider the evidence and facts presented to their notice under the subjoined heads.

1st. The great and increasing necessity for a line of transit by steam to connect the colonies with England, India, and China.

2nd. The most eligible line; under which head will be included the consideration of the cost of construction, the maintenance of the vessels, and the facilities for coaling, and the amount in traffic which each separate line might command in passengers and goods.

Your committee deem it almost impossible to exagerate the importance, not merely to the colony, but also to the parent state, of the question now under consideration. When it is borne in mind that England already expends a sum of upwards of £700,000 a year, in the support of the various steam packets which connect the different portions of her colonial empire, the fact of the importance of such a great agent must be universally acknowledged and felt. The rapid transit by steam virtually brings regions the most remote into comparative proximity, and is immediately and invariably attended with an accelerated movement in all those enterprises, and branches of industry upon which national advancement depends. Conceding that a certain amount of population and traffic must necessarily precede the connexion by steam of any two localities with each other, it may be urged that the necessity and expediency of such a means of inter-communication, are directly proportioned to the distance that separates them. In these remote dependencies of the Crown, the chief disadvantages with which we have to contend, whether as arising from our social, our commercial, or our political relations, arise from our remoteness from the parent state. The feeling on this subject is so universally entertained throughout the colony, that it is difficult to give adequate expression to the anxiety with which, on one hand, the project is looked forward to, or of the disappointment, on the other hand, which is experienced at its postponement. The present communication with England is slow and uncertain; and the very means which the Government a few years since took with the view of accelerating and improving it, by the establishment of monthly packets, has been found to have had an effect contrary to what was intended. Mr. Raymond, Postmaster-General, states, that the average passage of the packets from London to Sydney is 133 days, whilst that of private ships is 112 days. Occasionally intervals of nearly five months elapse from the date of the last advices from England.

The Australian group of colonies, (the aggregate number of British subjects in which, including New Zealand and South Australia is upwards of 350,000,) is the only considerable portion of the colonial possessions of the crown deprived of the link by which Britain is connected, not only with her colonies, but with almost the whole civilized world.

Secondly.—On the most eligible line. All the evidence adduced on this subject, whether derived from official correspondence, or from the testimony of the witnesses examined by your committee, seems to them to corroborate and justify the recommendations contained in the report of 1846. An entire unanimity of opinion as to the necessity of the route established by Torres Straits, exists between Captains King and Stanley and Lieutenant Yule. Captain King regards the route by the inner passage as destitute of all danger; the numerous islands serving as beacons, which come successively into sight, forming a buoyed channel, through which a steamer may, from the smoothness of the water, steer to almost a hairsbreadth. A vessel would be enabled to navigate these seas of smaller tonnage and inferior power than would be indispensable for any other of the routes that have been indicated. In no part of the line between Sydney and Singapore need a steamer extend her course for a greater distance than one hundred miles from land, so that facilities for coaling would be presented at almost any point. The communication by the eastern passage may be kept up during the whole year, by slightly varying the course to the north or to the south of the islands of the Malay Archipelago, according to the state of the prevailing monsoon.

The absolute geographical distance between Sydney and Singapore, by the way of Torres Straits, is less by 230 miles than by the south-western course by Cape Leeuwin. To the accomplishment of this latter route for the purpose of forming a communication either with Singapore or Point de Galle, the most formidable difficulties present themselves. Westerly winds prevail during a great part of the year, and a wide extent of open sea has to be traversed, requiring a class of vessels equal in power to those engaged in the transatlantic navigation. From the day they quitted Point de Galle, Captain Beaufort observes, they would avoid all collateral aid in feeding their line, they would have to run direct for those miserable coral reefs called the Keelings or Cocos, which can scarcely be said to be inhabited, and which are so low and small that there would be a constant difficulty in finding them, and where the continued surf would much impede the business of coaling. The evidence of Captain King and the other witnesses, is equally conclusive as to the impracticability of joining the Indian line of packets by the westerly passage through Bass's Straits and by Cape Leeuwin.

The line proposed by Mr. Hays, by way of the Cape of Good Hope, and with a screw propeller, seems to your committee to present difficulties of even greater magnitude. The extension of a line from Singapore to Sydney merely implies the prolongation, for an additional 4195 miles, of a line already existing. The proposal of a route by the Cape requires a new and express provision for navigating 12,920 miles of open sea. Captain Moriarty observes that he thinks the difficulty in the return passage would be very great, owing to the prevalence of westerly winds, and that the screw propeller would not afford that certainty of rapidity which is essential in postal communication.

With regard to the outward route, remarks Captain Stanley, the distance by the Cape of Good Hope is nearly one-fifth longer than the distance by the overland route and Torres Straits; besides which there would be a difficulty in procuring coal between the Cape of Good Hope and Swan River. With regard to the returning route, which is in latitude 45° south, he adds, "I think it perfectly impracticable for the auxiliary screw to propel a vessel against the strong westerly winds which, from all we know on the subject, may be expected in that latitude;" that with regard to vessels fitted with strong steam power effecting the westerly passage, the plan does not seem to Captain Stanley to be practicable, because the distance would be too great for them to carry coal, and there is no intermediate port where a depôt could be formed.

Lieutenant Yule, in reference to Mr. Hays's plan, says, "that with such vessels the return voyage to the Cape would be perfectly impracticable in 44° latitude."

Your committee deem it needless to accumulate any evidence in addition to that which is here quoted. Your committee will only observe with respect to it, and to the suggestion of a route by Cape Leeuwin and Singapore or Point de Galle, that each implies an arrangement by which Sydney would be the last point reached.

When it is considered that New South Wales contains a population of upwards of 200,000 souls; that Sydney, its capital, is the principal emporium of all the commerce of Australia; and that the import and export trade of New South Wales alone amounts annually together to the sum of £3,852,000, it appears to your committee that, were there no other objections fatal to the plan put forth by Mr. Hays, the circumstance that the most important of all the several localities whose interests are involved in this question would not only be the last to be reached, but the one the least benefitted, would in itself constitute a most serious objection to the scheme; and when the legislature of the colony agreed to provide so large a sum from their revenue in aid of the proposal, and in doing so evidenced a degree of liberality for which your committee would observe no parallel had been afforded in the case of any other colony—it would be but reasonable to expect that the metropolis should be the principal terminus. Your committee do not scruple at once to admit that in any proposal for establishing steam between England and her colonies, the Imperial Government must regard with impartiality the claims and pretensions of each. And if any comprehensive plan, such as that contemplated by Mr. Hays, were practicable, it might be considered, that although the advantages from its adoption to this particular colony might be less direct than under the operation of another and different system—yet such could scarcely be considered an adequate ground for its rejection. The scheme of spanning the wide expanse of ocean that divides Africa from Australia by vessels fitted with steam power, has, however, been shewn to be, if not wholly impracticable, at least one which must entail an enormous outlay.

If steam communication should be extended to the Cape and Mauritius, and the question then arise which is the most economical plan, to continue a line thence, or from Singapore to Australia, no hesitation can be felt as to which is the preferable alternative—whether on the score of distance, safety, facilities for coaling, cost of construction of the vessels, or ultimate utility. It must also be conceded, that if, on grounds of national interest, the route by the Cape and the Mauritius is deserving of the countenance and encouragement of Her Majesty's Government as affording the means of a direct line of communication between England and the Indian Ocean, without the necessity of passing through the territories of any foreign nation, it seems only reasonable that such a measure should receive the support of Her Majesty's government, more especially as the chief cost attending it would have to be defrayed from imperial funds. But the considerations involved in the question do not appear to your committee to imply the necessity for the continuation of the line from either the Cape or the Mauritius to Australia, as the object of an independent steam communication between England and India would be already attained by carrying the line as far as either of the former places.

It only remains for your committee to present a brief summary of the facts in favour of the establishment of the route recommended in 1846, and the expediency of which has been incontrovertibly established by all subsequent evidence bearing upon the subject. The surveys which have been conducted by Captains King, Blackwood, and Stanley, and which are still being prosecuted by the last mentioned officer, have supplied much valuable information on the subject of the navigation of Torres Straits. One most important result has been realised from these surveys—the difficulties and dangers that were supposed to attend the navigation of the inner passage have been shown either to have no existence, or to be such as may, especially by a steam vessel, be easily avoided. It has been proposed to her Majesty's government that a settlement should be formed at Cape York. The geographical position of this spot is such as must render its occupation an object of paramount importance.

It would serve as a military post commanding the channel of communication between the islands of the Indian Ocean and those of the South-eastern Pacific; the country around it is reported to be good, and capable of raising inter-tropical vegetables and fruits; it possesses fresh water, and in its immediate vicinity, at Port Albany, there is complete shelter and excellent anchorage. It was remarked by Lieutenant Yule that the natives in the neighbourhood were friendly, and appeared to be less barbarous in their habits than any other of the Australian aborigines. Were a settlement formed there it would, there can be little doubt, soon acquire considerable trade from the Islanders and Malays engaged in the trepang fisheries. Your committee would also remark, as a subject not altogether irrelevant either to the question of steam communication or to the future growth of a settlement at Cape York, that the period is, probably, not very remote when a direct overland communication between the north-eastern settlements of the colony and Cape York may be established. The extreme limits of occupation have already stretched as far as the 26th degree of south latitude, and the exploratory expedition on which Mr. Kennedy is now engaged, may, it is hoped, be successful in connecting the country discovered by Doctor Leichhardt with the termination of the great north-eastern peninsula of New Holland. Were such a line or transit overland once effected, it seems not improbable that horses might be shipped from Cape York direct for the Indian market. As a harbour of refuge, Port Albany would much more effectually answer such a purpose than Port Essington. To reach the latter, the crew of a vessel wrecked in the Straits have to traverse an extent of ocean of at least 600 miles, whereas Cape York is in immediate juxtaposition with the only dangerous part of the navigation of the Straits; nor is the site less eligible as a depôt for coaling, situate as it is nearly midway, and in the direct line between Sydney and Singapore. Ships proceeding to India for freight, which now are obliged to go in ballast, would, for a very moderate rate, convey coals from Newcastle, where they may be shipped, of excellent quality, at seven shillings a ton. As a vessel on her route to India would have neither to deviate from her proper track nor be subjected to delay beyond the short period required for shipping and discharging the coal, the expense of freight would be exceedingly moderate, so as to allow of the coals being delivered at a rate probably under that suggested by the Comptroller of Machinery, viz., twenty-five shilling per ton.

Your committee collect from the evidence that a steamer of 500 tons and 200 horse power would be able to effect the whole voyage to Singapore by calling at the single depôt of Cape York: although it might be expedient to have reserved sites, (in the selection of which there could be no difficulty whether on the east coast of New Holland, or on some of the islands of the Eastern Archipelago,) where, in the event of any unforseen emergency, a vessel might obtain a fresh supply of fuel. Every circumstance essential to the successful working of this enterprise appears to your committee to exist in the most favourable degree. From Sydney, the principal terminus, there is a bi-weekly communication overland to Melbourne, which is accomplished in six days; from the latter place there is a bi-monthly overland mail to Adelaide. Two steamers are also constantly plying between Sydney, Melbourne, Launceston, and Adelaide; whilst the voyage to New Zealand might, with facility, be accomplished, by steam, within a week or ten days. By no practicable line could the interests of all the several Australian settlements be so effectually benefitted as by the adoption of the route by Singapore to Sydney, whilst the extension to New Zealand would be effected by this means, with scarcely any deviation from the direct line. The whole of the Australian group of colonies would thus participate in its advantages in nearly an equal degree with New South Wales, and in this point of view the scheme proposed by your Committee is they conceive specially entitled to the favourable consideration of Her Majesty's Government. The construction of a dry dock, now in progress, and the establishment of a naval station at Port Jackson, will also afford facilities for the repair either of vessels or machinery, such as cannot be obtained in any other port in the southern Pacific. It has been satisfactorily shown, as your Committee think, in the former report, that the revenue from postage by a line connecting Sydney with Singapore would not be less than £20,000 a year. And it must be remembered, that whatever the amount of postage may be at the present moment, that amount must be augmented each succeeding year, with the rapid growth of the colony—the increase of its population—and the extension of its commercial relations An interchange of the products of the temperate and extra-tropical regions of Australia for the productions of India and China, would be speedily established. The creation of a means by which the period occupied in the transit between England and the colony would become shortened to at least one half—would be productive of consequences, the importance and beneficial influence of which cannot be overstated. Such a means of inter-communication would knit by the closest bands the colony and the parent State, and in contributing to the advancement of the former, would augment its resources and its means as an all but boundless field for the reception of the surplus population of Britain.

Finally, your committee recommend that your honorable house should, by renewed representation, press upon the attention of her Majesty's government for the concession of the great and important boon which is now sought for at its hands. Your committee are persuaded that it is only necessary that the expedience and practicability of the measure should be fully understood to secure for it similar support to that which has been so successfully extended by an enlightened and liberal policy to other portions of her Majesty's colonial dominions.

E. DEAS THOMSON,
Chairman.

Legislative Council Chamber,
Sydney, June 13, 1848.

APPENDIX.

India and Australia Royal Mail Steam Packet Company,
34, Cornhill, London, 15th December, 1847.

Sir,—I had the honour of addressing a letter to you on the 16th August last, to which I take the liberty of referring you, since which, we have been steadily pursuing our course of establishing this company; unfortunately, however, the fearful commercial crisis through which we have recently passed, has somewhat retarded our progress, and will prevent our taking the field so soon as we had expected, probably by six months, so that instead of having packets on the line by March next, it may not be until later, say July or August, no exertion, however, will be spared on the part of this company.

Several applications have been made to Lord Grey (as Colonial Minister) to arrange the outlines of a postal contract, but up to this time no satisfactory arrangement has been made; we are, however, now concentrating a force from without, which will probably cause his Lordship to entertain the subject very seriously, and induce him to concede an act of justice to the colony which nothing but pressure could obtain from him.

We have been apprised of the vote of the Legislative Assembly, offering £500 per month, towards the expenses of a Mail Establishment, to which we venture to submit a prior claim; the course we have hitherto taken is to urge the Government to mete out the same justice to Australasia as has been conceded to all other colonies. It being most unfair to charge the resources of that one colony with a heavy burden from which all others are exempt; whether we succeed with the Government, or otherwise, it is our determination to carry out the object of the Company, and if no aid can be obtained from the Home Government, to rely upon the colonial for the best support they can afford us in effecting the accommodation contemplated.

I beg to transmit here with, some pamphlets, which have been compiled, and widely circulated, in this country, calculated to draw forth attention to the importance of our undertaking.

Relying upon the cordial support and concurrence of the Legislative Council.

I have the honour to be, Sir,
Yours, most obediently,
JOHN YATES.

The Honorable Charles Nicholson, &c.,
Speaker of the Legislative Assembly, Sydney.

DOMESTIC INTELLIGENCE.

INSOLVENT COURT.

THURSDAY.

BEFORE W. A. PURPOY, Esq., Chief Commissioner of Insolvent Estates.

In the estate of Edward James Campbell North, a second meeting was held, at which two debts were tendered for proof, but the insolvent not being present they were admitted as claims only, and the meeting then adjourned until the 29th instant, for the insolvent's attendance.

In the estate of Tait Pitkethly and John M'Lennon, meetings for certificates were held, when no opposition being offered, they were granted.

In the estate of Mark Isaacs, an adjourned single meeting was held, at which Edward Mulcahy proved a claim for £69 10s. The insolvent having been examined on behalf of the creditors by Messrs. Parry Long and Redmond, the meeting was further adjourned until the 27th instant.

MEETINGS TO-DAY.

In the estate of John Green, a single meeting, at noon.

In the estate of William Anderson Crawford, an adjourned certificate meeting, for the purpose of hearing objections against the same, at half-past one o'clock.

MEETINGS TO-MORROW.

In the estate of Thomas Pattrick and Son, a third meeting, at eleven o'clock.

In the estate of William Pendray, sen., a special meeting, to propose an offer of composition, at noon.

ABSTRACT OF SALES BY AUCTION THIS DAY.

MR. J. G. COHEN.—At his Rooms, at 11 o'clock, Wool and Skins, Butter and Cheese.

MR. C. NEWTON.—At the residence of Mr. J. Johnson, Camperdown Villa, Newtown Road, at half-past ten o'clock, Household Furniture, Pianoforte, Oil Paintings, Engravings, Plate, China, Glass, &c.; at 11 o'clock, a Milch Cow.

MR. STUBBS.—At his Mart, at 12 o'clock, Tallow, Heavy-woolled Sheepskins.

MR. MORT.—At the Stores of Mr. E. S. Hill, 439, George-street, at half-past 10 o'clock, Sugar, Wax Candles, Pickles, Sauces, Wines, Spirits, Tobacco, Wool-lashing, Rope, Beef and Pork Tierces; at 11 o'clock, 30 hogsheads B. P. Rum, 300 dozen Dunbar's and Byass's Bottled Beer; at the Stores of Messrs. Mackintosh and Hirst, Queen's-place, at half-past 12 o'clock, Sherry and Port Wine in Wood, and B. P. Rum.

THE SHERIFF.—By Mr. Armstrong, on the premises of Mr. Alexander, Pitt-street, at 11 o'clock, 24 Horses, 5 Carriages, 4 Gigs, 1 Dog Cart, 2 Stage Coaches, a Double Break, 5 sets of Four-horse Harness, Saddles, Bridles, &c., also Household Furniture.

At the Cattle Market, at 12 o'clock, 5 Milch Cows, 1 Durham-bred Bull.

POLICE OFFICE.—The magistrates present yesterday were Captain Innes and Dr. Mitchell, one of the magistrates on the roster; the second gentleman summoned, Alderman Little, being absent through having to attend the Court of Requests as an assessor. The magistrates on the roster for to-day are Captain Moriarty and Mr. L. Myles.

CITY PROPERTY.—Some land situate in Parramatta-street, opposite to the government paddock, was disposed of by auction, by Mr. Stubbs, on Wednesday, at the rate of £10 per foot frontage.

ABDUCTION.—On the case of Edgar v. Abbott and others for abduction, being, pursuant to remand yesterday, called on, one of the advocates employed therein, stating that the second legal gentleman, Mr. Johnson, being unwell from indisposition, he was willing to consent to a post

LAW INTELLIGENCE.

SYDNEY COURT OF REQUESTS.

£30 JURISDICTION.

WEDNESDAY.

BEFORE Mr. Commissioner CHEEKE and two Assessors.

[In order that our readers may form an opinion of the nature of the cases ordinarily tried before the Court of Requests in its enlarged jurisdiction, we have given an account of all the cases brought before it on one day.]

No. 27. This was an action for £16, for four orders drawn on the defendant, and accepted by him. The case was undefended, and a verdict for the amount claimed was given.

No. 29. This was also an undefended case, being for £14, for an order drawn upon and accepted by the defendant. A verdict was given for the amount claimed.

No. 26 and No 30 were called on, and no persons appearing they were struck out.

No. 31 was an undefended case, for £20 5s., being a balance of an account. Verdict for the plaintiff.

No. 24. In this case a verdict for £39 was taken, subject to a reference.

M'CAUL v. CHARLES.

Mr. NICHOLS, who appeared for the defendant, said, a demurrer had been entered, which he was prepared to argue.

The COMMISSIONER, upon looking at the plaint, said, there was nothing to argue. The plaint did not set out that either plaintiff or defendant resided in Sydney, it did not appear, therefore, the Court had any jurisdiction.

Mr. O'REILLY, for the plaintiff, applied to amend the plaint, but the COMMISSIONER said that as the defendant had not pleaded, and this was the last day of the sittings, he could not do that, and called on the defendant to plead.

After some argument it was decided that the case should be made a remand for the next sittings, and that the costs for the appearance should be made costs in the cause.

KLENSENDORFFE v. TEARE.

This was an action to recover damages for the ill-usage of a horse. The plaint stated that the plaintiff is an innkeeper, residing near Liverpool, and lent the defendant, for hire, a horse, to be ridden from Liverpool to Camden, and back to Liverpool; but that the defendant, not minding his agreement, rode the said horse violently, immoderately, carelessly, and improperly—rode the said horse to Cobbity and other places, by which the horse was much injured, and became sick and sore, and had not been since able to work. To this the defendant pleaded that the horse was not hired to go to Camden, or for any particular journey—that he was not ridden violently, carelessly, and improperly; and that when he was lent by the plaintiff the horse was sick and sore, and unfit to perform a journey; and that while being ridden in that state was the cause of his being afterwards unwell.

Mr. Nichols appeared for the plaintiff, and Mr. H. Chambers for the defendant

From the evidence adduced by the plaintiff it appeared, that on the 7th February the defendant, who is a butcher, went to the plaintiff's house on horseback, about nine o'clock in the morning, and leaving his own horse in the stable, asked for a horse to go to Camden, to look at some sheep; the defendant, in company with two other butchers, then went to Camden, and not finding the sheep there, went on to the hill beyond Stonequarry, a distance of about twelve miles beyond Camden; at Stonequarry they found they had missed the sheep on the road, and returned to Camden; they then ascertained that the sheep had gone to Mr. M'Leay's in the Cobbity district, and proceeded there to inspect them, after which they returned to Camden, and then to Liverpool; about five miles before getting home the horse stumbled, and as was supposed broke his knees. On arriving at Klensendorffe's the defendant paid for the hire of the horse, and then rode away on his own horse. Soon after he had left it was found that the horse's knees were broken, that his back sinews were strained, and that he was so much injured that he did no work from that time to the day of the hearing, when he was brought down to Sydney. It was proved that the distance travelled was over seventy miles, and that from the time the horse left in the morning until his return at half-past ten at night he was not fed. The value of the horse was variously stated at from £15 to £20 by the different witnesses, and his present value about £7 or £8.

Mr. H. CHAMBERS said, that his defence was as stated in the plea, that the hiring was not to go to any particular place, and that the horse was very unwell. He should show that the defendant, as is customary among butchers, went on the road to meet some sheep that he knew were coming; he knew the sheep were on the road, but he did not know at what place he should meet them, and it was impossible, therefore, that he should have hired the horse to go to Camden; the hiring was for the day to meet the sheep. As for the not feeding the horse, it certainly was improper treatment, but then other persons who went with the defendant treated their horses the same. But his main defence was, that the horse was unable to go the journey; that he was unwell; that he had been in the hands of the veterinary surgeon, who had recommended that he should not be used for some months; and that it was in consequence of his being unwell that the injury to the horse accrued. If he proved this, he thought the Assessors would have no difficulty in finding a verdict for the defendant.

Robert Bryan, a butcher, said, he went with Teare to meet some sheep; at Klensendorffe Teare hired a horse; nothing was said about Camden; the defendant said they were going to meet some sheep of Peters's; they expected to meet the sheep at the Cowpastures; before the horse had gone twelve miles he saw that he was lame, but they went on; he gave his own horse nothing to eat, and often rides eighty or ninety miles without feeding his horse; he did not see the horse fall; had not seen the horse from that day until that morning, when he saw a person riding him down to Sydney; he did not appear to be lame; he stepped out very well, but one leg appeared bigger than the other.

Mr. Armstrong, veterinary surgeon, said that he had a horse belonging to the defendant in his care in January; he was treated for a supurated corn; he delivered him to the plaintiff on the 31st January, and recommended that he should be turned out to grass for a month; the horse would have done an ordinary day's work very well, but had he trod on a stone precisely on the corn the pain would have been so great that he might have thrown himself down; to ride a horse seventy or eighty miles without giving him food was monstrous.

After a few words of reply from Mr. NICHOLS,

The COMMISSIONER charged the assessors; whichever way they believed the hiring to have been, whether for a special journey to Camden, or to look for the sheep, the duty of the defendant was to take care of the horse and feed him properly. Had the defendant done this? Did they think that to ride the horse a whole day over a distance of seventy miles was proper treatment? The persons who went with the defendant rode their own horses and did the same, but that was not a rule for the defendant, who having a hired horse was bound by law to treat him properly.

The assessors found a verdict for the plaintiff, damages £8.

WILLIAMS v. WHITE.

This was an action to recover the value of a horse, killed through the negligence of the defendant.

Mr. NICHOLS stated the case. The plaintiff, on the evening of the 26th May, was riding down George-street, near Hunter-street, when the defendant, who was very drunk, drove a gig against his horse; the shaft so much injured the horse that he died the next day.

Evidence of the nature of the accident as above described was given, and also that the horse was much injured, but there was no proof of his death. It appeared also that the plaintiff had said that the horse was not his, but belonged to a livery-stable-keeper.

Mr. JOHNSON, for the defendant, contended that the plaintiff could not maintain this action: if the defendant was liable at all it was to the owner of the horse.

After some argument, the COMMISSIONER held that the plaintiff was liable to the livery stable-keeper, and that every person who is answerable to another for property may maintain an action of trespass for injury done to that property. He also quoted a case to show that either party, either borrower or lender, may maintain an action, and that a verdict obtained by one will be a bar against an action by the other.

The assessors found for the plaintiff, damages £8.

Mr. JOHNSON submitted that as the plaintiff was under age, he could not maintain an action of this description.

The COMMISSIONER agreed that a party under age could not maintain an action of tort; but what proof had he that the plaintiff was a minor? it should have been pleaded.

Mr. NICHOLS could inform his learned friend that the plaintiff was twenty-one years and a week old when the accident occurred.

CURETON v. FRANCIS.

The plaintiff in this case is a publican, residing in Cumberland-street, and the defendant a private gentleman residing next door to him. The declaration stated that the plaintiff was a person of good repute, and that the defendant, wishing to injure him in his trade as a licensed victualler, said to divers people that the plaintiff was a thief and a pimp: that he kept a bad house, and that none but persons of bad character visited it.

It was proved that the defendant was much annoyed by a gutter which ran from the plaintiff's premises, and that he brought the Inspector of Nuisances to look at it, and while pointing out the nature of the nuisance, the plaintiff said to him, "go on old man," when the defendant used the words complained of.

Mr. JOHNSON said, that his client, the defendant, had pleaded not guilty to this case, because he did not believe he used the words imputed to him; he was exceedingly irritated, but if he said that the plaintiff lived by keeping a bad house, he said that which he was not justified in saying, and which was not true.

Mr. NICHOLS said that if that was said advisedly, he would take a nominal verdict; all his client wished for was an admission that the assertion complained of was untrue.

Mr. JOHNSON said, that his client wished to state that he and other neighbours suffered much annoyance from the gutter complained of, at which most gross indecencies were committed by persons frequenting Cureton's, but he never intended to impute to him that he kept a bad house.

Verdict for the plaintiff, damages one shilling.

WALKER, ASSIGNEE v. WILLIAMS.

This was an action for work and labour, and for a balance of an account. Verdict for the plaintiff, damages £25 10s.

The Court adjourned at half-past five.

MARRIED.

By special license, at Christ Church, on the 14th instant, by the Rev. W. H. Walsh, Mr. Henry Jones, of Chippendale, to Sarah Martha, only daughter of Mr. I. D. Nichols, of Sydney.

DIED.

On the 14th instant, in the eighteenth year of his age, of pulmonary consumption, at the residence of his brother, 93, King-street, Joseph Alfred, fourth son of Mr. John Row, Great, Torrington, Devon.

NOTICES of Births, Deaths, and Marriages, must be authenticated and paid for as advertisements, or they will not be inserted.

SALES BY AUCTION.

TO BE SOLD This Day, 16th June, at the Cattle Market, at 12 o'clock, Five Superior Milch Cows, perfectly quiet and broken in to bail, one with a calf at her heel, the others in calf and to calve soon.

Also, one Superior Bull of the Durham breed.

Also, one Good Draught Horse. 10073

WOOL AND SKINS, BUTTER AND CHEESE.

THIS DAY.

JOHN G. COHEN will sell by auction, at his Rooms, 490, George-street,

THIS DAY, JUNE 16,
At 11 o'clock precisely,

5 bales wool
250 sheepskins
2 casks butter
100 cheeses

Terms at sale. 10102

TO PARTIES PROCEEDING TO ENGLAND OR INDIA.

CHOICE BIRDS.

MR. GEORGE A. LLOYD

Will sell by auction, at the City Mart, 474, George-street,

TO-MORROW, SATURDAY,
At 11 o'clock,

A VERY fine collection of SCARCE BIRDS, just received from the interior, and forming a most excellent opportunity for parties leaving the Colony to obtain them at a reasonable rate. Amongst them are some fine

BUDGERY GARS,
And
BARWIN DOVES,

Terms, cash. 10085

HOUSEHOLD FURNITURE.

MR. GEORGE A. LLOYD

Will sell by auction, at the City Mart,
ON SATURDAY NEXT,
At 11 o'clock,

SUNDRY HOUSEHOLD EFFECTS, consisting of large wardrobe, chests of drawers, washstands, tables, glass, &c., &c. Terms at sale. 9928

NOW LANDING,
COLMAN'S BLUE, BOTTLED FRUITS, VINEGAR, SALAD OIL.

MR. GEORGE A. LLOYD

Will sell by auction at the City Mart, 474, George-street,

ON SATURDAY NEXT,
At 11 o'clock,

22 CASES Colman's blue, ½ cwt. each

15 Cases, each two dozen bottled fruits
6 Cases vinegar, in quarts, each two dozen
6 Cases vinegar, in pints, each three dozen
9 Cases salad oil, two dozen quarts
11 Cases salad oil, three dozen pints

Terms at sale. 9929

LINSEED, FLOUR, OATMEAL.

MR. GEORGE A. LLOYD

Will sell by auction, at the City Mart, 474, George-street,

ON SATURDAY NEXT,
At 11 o'clock,

50 BUSHELS very superior LINSEED, just landed
44 Tons Seconds Flour
1 Ton fine fresh Oatmeal.

Terms at sale. 10034

SCOTCH OATMEAL.

MR. GEORGE A. LLOYD

Will sell by auction, at the City Mart, 474, George-street,

ON SATURDAY NEXT,
At 11 o'clock,

10 BARRELS, each 224 lbs., OATMEAL.

Terms at sale. 10035

HORSES, &c.

BY AUCTION.

MR. STEWART will sell by auction, at his Stables, in York-street,

TO-MORROW,
At 11 o'clock,

3 Saddle horses, the property of officers about to embark for Hobart Town; 1 excellent phaeton horse, one town hack, three gig and saddle horses, four harness horses, two mares, one saddle and bridle, gig and gig harness, one dray with harness, one very large dray horse.

And

10 Other Horses, expected from the country. 10086

IMPORTANT SALE OF SUPERB AND ELEGANT MODERN FURNITURE,

PIANOFORTE, OIL PAINTINGS, ENGRAVINGS, PLATE, CHINA, GLASS, &c.

MR. CHARLES NEWTON

HAS received instructions from MR. JOHN JOHNSON,
(Who proceeds to England in the Josephine,)
to sell by auction, at his Residence,

CAMPERDOWN VILLA,
NEWTOWN ROAD,

The first Mansion on the right past the Newtown Inn.

THIS DAY, 16TH INSTANT,
At half-past 10 o'clock precisely,
WITHOUT ANY RESERVE,

The whole of his splendid

HOUSEHOLD FURNITURE,

consisting of the following articles—

Magnificent rosewood and mahogany dining tables
Ditto ditto drawing-room ditto
Ditto loo and other tables
Ditto rosewood chairs
Ditto ditto sofas, lounges, and couches
Ditto easy chairs
Suits of elegant curtains to match

DRAWING-ROOM FURNITURE.

Magnificent sideboard and chiffonier
Handsome chimney glasses in ornamental gilt frames
A choice variety of chimney ornaments
One pair of elegant Turkish figures in biscuit China
One pair ditto China bulb jars
Drawing, dining, breakfast, and bed-room Brussels carpets, all nearly new, only having been laid down a few months
Hearth rugs to match

PAINTINGS AND ENGRAVINGS,
(By the most eminent masters.)

Amongst the engravings are a choice assortment of Martin's, being
Marcus Curtius
Paphian Bower
Deluge
Joshua commanding the Sun to stand still
Macbeth and the Witches

The oil paintings are equally choice, and well worthy the attention of *connoisseurs*.

ALSO,

Some beautiful marine paintings.

SUPERB GRAND SQUARE PIANO,
By Collard and Collard,

Rosewood case, carved legs, patent grand repeater

This fine instrument is perfectly new, having been imported in March last, by Mr. Johnson, and cost in England
125 GUINEAS.

An elegant guitar and case, with patent head
A superior musical box
A handsome music stool and stand
Ditto book case
Ditto secretary
Hall and pedestal lamps
Hall table and chairs
Elegant china dinner, tea, and breakfast sets
Superb cut glass, in great variety

FURNITURE FOR FOUR BED-ROOMS.

One splendid mahogany four-post bedstead, with double suit of hangings, hair mattress, &c., complete
Two smaller ditto ditto
One French bedstead
Handsome wash tables, with superb china toilette sets
Elegant cheval and toilette glasses
Elegant chests of drawers and wardrobes
Table linen of the finest manufactures, sheets, blankets, quilts, &c.
Plated ware in great variety
Ivory balance-handle knives and forks
A first-rate Bagatelle Board, with balls and cues complete

KITCHEN.

A superior assortment of kitchen, dairy, laundry, and garden utensils.
A handsome Pony, accustomed to carry a lady

This sale offers such an opportunity to parties furnishing as rarely occurs to purchase really useful and elegant furniture, at their own prices, it being a well-known fact that articles of the above description seldom bring more than half the original cost at auction.

Terms—Cash.

N.B.—Orders to view the above may be had at the Rooms of the Auctioneer, on Thursday next. 9872

A MONSTER SALE.

ONE HUNDRED AND TWENTY-THREE PACKAGES OF LONDON, MANCHESTER, LEEDS,

AND

NOTTINGHAM GOODS.

MR. CHARLES NEWTON

HAS received instructions from the importers, to sell by auction, at his Rooms, on

WEDNESDAY, THE 21ST, AND THURSDAY, THE 22ND JUNE,

At eleven o'clock precisely on each day,

The undermentioned splendid assortment of first-rate and seasonable goods, now landing,

EX ANN BATES:—

Twenty cases handsome town prints
Three ditto small pattern plates
Two ditto navy blues
Three ditto splendid de laines
One ditto cashmeres
Two ditto black Orleans cloths
Two ditto coloured Coburgs
One ditto black cotton velvet
Two ditto rich coloured velvet
One ditto black silk velvet
One ditto handsome dark bonnet ribbon
ONE DITTO QUEEN'S OWN PLAIDS
Two ditto 3-4 fine wool gala plaids
One case black gros and satinettes
Two ditto handsome winter shawls, scarfs, visites, mantillas, &c.
One ditto white and coloured kid gloves
Two ditto cotton hosiery
One ditto children's socks
One ditto lace goods, containing a large and varied assortment of all the leading goods at present in demand in the *lace trade*
One ditto baby linen, well assorted
One ditto fancy Berlin goods
One ditto rug and sampler canvas
One ditto gingham umbrellas
Two bales printed cotton handkerchiefs
Nine bales 9-4, 10-4, and 11-4 Witney blankets
Two cases stout drab moleskins
Three bales coloured counterpanes
Two ditto white ditto
Four ditto 36-inch white shirtings
Two ditto 72-inch grey sheetings
Two ditto 72 to 80-inch white ditto

SLOPS.

Two cases fine white shirts, linen fronts, &c
Two ditto striped Guernsey ditto
One ditto white lambswool ditto
Three bales heavy striped ditto
Two cases Scotch twill ditto
Four bales fine pilot cloth coats
Two cases fine brown and drab beaver cloth ditto
Two ditto handsome vests
One ditto rich satin ditto
Two ditto double stitched moleskin trousers
One ditto miller's drab ditto ditto
One ditto black and drab cassimere ditto
One ditto blue serge shirts
Two ditto white cotton braces
One ditto India-rubber ditto
One ditto children's and men's belts
One ditto scarlet cravats and caps
Two ditto blue cloth ditto
Two bales drab shepherds' coats
One ditto ditto stockmens' ditto
Two cases fancy tweed shooting coats

LINEN GOODS.

One case damask tablecloths and napkins
Two ditto fine Irish linens
One ditto diapers and huckabacks
Two ditto stout navy duck
One ditto linen ticks
One ditto 4-4 Forfars

Mr. Newton in announcing this highly important sale, feels it unnecessary to say more than that the whole will really be sold to the highest bidder.

Terms at sale.

N.B.—The sale will commence at eleven o'clock precisely. 9940

PUBLIC NOTICE.

MR. CHARLES NEWTON

REMINDS the public that he sells, at the residence of
MR. JOHNSON,
CAMPERDOWN VILLA,
Newtown Road,
THIS DAY, THE 16TH JUNE,
At half-past ten o'clock,
THE WHOLE OF HIS MAGNIFICENT FURNITURE, &c. 10110

MILCH COW.

MR. CHARLES NEWTON

WILL sell by auction, at the residence of MR. JOHN JOHNSON, Camperdown Villa, Newtown Road,
THIS DAY, 16TH JUNE,
At eleven o'clock,
A superior milch cow, which will calve in about a fortnight.

Terms—Cash. 10042

TALLOW.

TO EXPORTERS AND PURCHASERS OF SOUND MERCHANTABLE TALLOW FOR THE LONDON MARKET, OR FOR HOME CONSUMPTION.

TO BE SOLD BY PUBLIC AUCTION,
THIS DAY, THE 16TH INSTANT,
At 12 o'clock precisely,
BY MR. STUBBS,
At the Mart, King-street,
IN LOTS TO SUIT PURCHASERS,

Brand
Ty—5 Hogsheads superior tallow
Ty—5 Hogsheads superior tallow
Ty—5 Hogsheads superior tallow
Ty—5 Hogsheads superior tallow
Ty—5 Hogsheads superior tallow
Ty—5 Hogsheads superior tallow
Ty—5 Hogsheads superior tallow
Ty—5 Hogsheads superior tallow
Ty—4 Hogsheads superior tallow

Terms—Cash. 9994

HEAVY WOOLLED SHEEPSKINS.

To FELLMONGERS, AND DEALERS IN SKINS.

To be sold by public auction, by
MR. STUBBS,
THIS DAY, 16TH JUNE.
At the Mart, King-street,
At 12 o'clock precisely,

1163 HEAVY-WOOLLED Sheepskins.

Terms—cash. 9995

HORSES.

AT ARMSTRONG'S,
ON SATURDAY, 17TH INSTANT,
At 2 P.M.

9 HORSES, to arrive from the interior,

3 Mares
Most of the above are broken into saddle.
2 Good saddle horses
3 Ditto mares.

To be seen at the Repository, at 9 o'clock on the morning of sale. 10,063

MONDAY, 19TH JUNE.

STORES, &c., EX MOUNTSTUART ELPHINSTON.

MR. SAMUEL LYONS will sell by auction at the Commissariat Stores, Lower George-street,
ON MONDAY, 19TH JUNE,
At ten o'clock,
On account of the Accountant-General of H.M. Navy,

The following remains of stores, &c., landed from the male convict ship Mountstuart Elphinston, viz.,—
Casks, staves, heading, beds, blankets, woodfittings, &c., &c.

Terms at sale. 10028

MONDAY, 19TH JUNE.

DAMAGED CANVASS,

EX ANN BATES.

MR. SAMUEL LYONS

Will Sell by Auction, at his Mart,
ON MONDAY, 19TH JUNE.
At 12 o'clock,

42 BOLTS CANVASS, for account of whom it may concern.

EX ANN BATES.

Slaughter, master, from London.
Viz.:—

Out of J. J. 54 6 Bolts canvass
55 7 Ditto ditto
56 5 Ditto ditto
57 9 Ditto ditto
58 4 Ditto ditto
59 11 Ditto ditto

More or less damaged by sea water.

Terms, cash. 10073

MONDAY, 19TH JUNE.

PITCH.

MR. SAMUEL LYONS

Will sell by auction, at his Mart, on
MONDAY, 19TH JUNE,
At 12 o'clock,

23 BARRELS PITCH.

Terms, cash. 10071

TUESDAY, 20TH JUNE.

IMPORTANT SALE AT THE WATERLOO WAREHOUSE,

Corner of Market and George streets.

MR. SAMUEL LYONS will sell by auction, at the Waterloo Warehouse, corner of Market-street and George-street, on
TUESDAY, 20TH JUNE,
At half-past 10 o'clock,
To close Consignments.

The following assortment of Merchandize, &c.

2 Bales red and blue baize shirts
2 Ditto blue and red serge shirts
20 Dozen blue, plaid, and Glengarry bonnets
10 Dozen scarlet and fawn caps
6 Dozen south-westers
2 Bales monkey jackets
2 Bales flushing trousers
3 Bales shepherds' coats
1 Bale strong blue cloth jackets
2 Bales striped shirts
3 Bales regatta shirts
3 Bales Scotch twilled shirts
1 Case white shirts
6 Cases smoked herrings, large tins
5 Ditto ditto small tins
10 Cases bottled fruits
7 Ditto jams
12 Ditto mustard
50 Ditto pickles
12 Ditto onions
1 Ditto sauces
2 Ditto anchovies
10 Ditto blue (Colman's)
10 Ditto Spanish Olives
10 Ditto French Olives
1 Case isinglass
4 Hogsheads Bath bricks
4 Hogsheads basket salt
50 Hogsheads Bass's ale, No 3, now landing
150 Casks bottled beer, 3 dozen casks
2 Crates earthenware, cups and saucers, teapots, sugar boxes, creams, butter tubs and stands, and covered dishes
1 Crate, 30 dozen cups and saucers
1 Hogshead China breakfast sets.

Terms at sale. 10017

WEDNESDAY, JUNE 21.

WELL-BRED HORSE STOCK.

MR. SAMUEL LYONS

Has received instructions, from WM. LAWSON, Esq., to sell by auction, at the Cattle Market, on
WEDNESDAY, 21ST JUNE.
At 12 o'clock,

33 HEAD OF HORSES, of the well-known superior breed of the above named gentleman, consisting of—

10 Horses, 3 years old
9 ditto, 4 ditto
2 ditto, 5 ditto
4 ditto, 6 ditto
1 ditto, 7 ditto
2 ditto, 9 ditto
5 ditto, aged.

Twelve are broken in to saddle and harness, and nine for saddle.

They may be seen at PHOSPECT, previous to their removal.

Terms at sale. 9949

ORDER OF SALE,

AT THE STORES OF MR. E. S. HILL, No. 480, GEORGE-STREET,
BY
MR. T. S. MORT,
THIS DAY, FRIDAY, JUNE 16,
At half-past 10 o'clock precisely,

SUGAR
Wax candles
Pickles and mustard
Sauces
Pearl barley
Wines, spirits
Ale and porter
Brandy
Tobacco

Terms at sale. 10100

MANILA, MAURITIUS, AND JAVA SUGAR, PICKLES, MUSTARD, SAUCES, PATNA RICE, WAX CANDLES, PORT, SHERRY, CHAMPAGNE, BRANDY, GIN, TOBACCO, WOOL LASHING, PORK AND BEAF TIERCES.

MR. MORT

Has received instructions to sell by public auction, at the Stores of Mr. E. S. HILL, No. 480, George-street,
THIS DAY, 16TH JUNE,
At half-past 10 o'clock precisely,

THE whole of the Stock-in-Trade, consisting of—

Manilla, Mauritius, and Java sugar
Pickles, mustard, and sauces, assorted
Pearl barley, in tins
Patna rice
Wax candles, in 28lb. boxes
Port and sherry wines
Marsala, in hogsheads and quarter casks
Champagne, in 1 dozen cases
Brandy and case gin, in bond
Tobacco, in bond
Wool lashing and rope

Also,

Beef and pork tierces, new, to close a consignment.

Terms at sale. 10090

30 HOGSHEADS B. P. RUM, 15 TO 30 O.P.
300 DOZEN DUNBAR'S AND BYASS'S BOTTLED BEER.

TO LICENSED VICTUALLERS, HOTEL-KEEPERS, AND PRIVATE FAMILIES.

THE above Goods will be submitted to public auction, by
MR. MORT,
At the Stores of E. S. Hill, 480, George-street.
THIS DAY, THE 16TH INSTANT,
At eleven o'clock. 10089

TO CLOSE CONSIGNMENTS.

WITHOUT RESERVE.

SHERRY AND PORT WINE IN WOOD.

BRITISH PLANTATION RUM.

MR. MORT

Will sell by public auction, at the stores of MESSRS. MACINTOSH AND HIRST, QUEEN'S-PLACE.
THIS DAY, THE 16TH INSTANT,
At half-past 12 o'clock.

15 QUARTER casks sherry wine, ex William Wilson
5 quarter casks ditto, ditto
3 octaves ditto, ditto
6 quarter-casks ditto, ex Jane
7 octaves ditto, ditto
6 quarter-casks ditto, ex Jane Catherine
10 octaves ditto, ditto
1 hogshead port wine, ex Sydney
10 quarter-casks ditto, ditto.
9 cases super London bottled Port wine
2 puncheons } British plantation rum, ex
17 hogsheads } Reginald Heber
7 puncheons } Ditto, ex Enneredale
3 hogsheads }

Terms at sale. 10091

TO PRIVATE FAMILIES, HOTEL KEEPERS, CONFECTIONERS, AND OTHERS,

HOBART TOWN JAMS AND APPLES.

JUST LANDED, EX ROSETTA.

MR. MORT

Will sell by public auction, at his Rooms, George-street,
TO-MORROW, 17TH JUNE,
At half-past 11,

7 CASES Hobart Town Jams, consisting of—

Yellow and green gage, plum, raspberry, black and red currant, apple marmalade, red gooseberry, damson, cherry, blackberry, &c.

The above are in first rate condition, and are all made from the Company's first quality sugar.

Also,

4 Cases baking apples
2 Ditto pearmains, best table ditto
4 Ditto red streak ditto, capital winter table fruit for keeping.

Terms—Cash. 10096

SATURDAY'S USUAL PRODUCE SALE.

WOOL, TALLOW, HIDES, AND SHEEPSKINS.

MR. MORT

Will sell by public auction, in the Wool Store, at the rear of his Rooms, George-street,
TO-MORROW, SATURDAY, JUNE 17,
At 11 o'clock.

34 BALES FLEECE WOOL
1300 Sheepskins
52 Casks beef tallow
21 Casks mutton ditto
147 Salted hides

Terms—cash. 10099

WHARF PROPERTY, DARLING HARBOUR,

AND

FOUR ALLOTMENTS IN WINDMILL-STREET.

FOR POSITIVE AND UNRESERVED SALE.

MR. MORT

Has peremptory instructions to sell by public auction, at his Rooms, George-street, on
WEDNESDAY, THE 21ST JUNE,
At 11 o'clock,
WITHOUT ANY RESERVE WHATEVER,

THE following undoubtedly valuable Waterside and other Property, viz.:—

LOT 1.

A large plot of ground, having extensive frontage to Darling Harbour, which is its northern boundary. It is bounded on the east by lot 2, with a depth of about 142 feet, and is separated from Windmill-street by a reserved road and four allotments hereinafter described. The Kent-street Wharf will be alongside this allotment.

LOT 2.

Is a similar piece of land, with equal advantages, and abuts on the west side on West's boat building and shipwright's yard and wharf.

LOTS 3, 4, AND 5.

Have good frontages of 31 feet 6 inches, (by depths of about 64 feet) to Windmill-street, near its opening upon Kent-street, now one of the best streets in the city.

LOT 6.

Is a splendid building site for a good inn or store, situate as it is at the corner of Kent and Windmill streets, just above where the Corporation purpose opening the Ferry and Wharf. It has 31 feet 6 inches frontage to Windmill-street, and 66 feet to Kent-street.

☞ All the six lots have reserved road at the back.

Mr. Mort wishes it to be understood that these allotments are to be sold to the highest bidder, and therefore he trusts parties having money to invest in the right sort of property, will be in attendance at this sale.

Terms at sale. 10098

TO FARMERS AND CORN-CHANDLERS.

MR. MORT

Will sell by public auction, at his Rooms, on
SATURDAY, 17TH INSTANT,

100 BAGS best Van Diemen's Land Oats, in prime condition. 10109

£4800 STOCK IN THE BANK OF NEW SOUTH WALES.
£1000 DITTO COMMERCIAL BANK.
£240 DITTO AUSTRALIAN GENERAL ASSURANCE COMPANY.

BY ORDER OF J. NORTON AND G. C. TURNER, ESQUIRES, THE ATTORNEYS OF MESSRS. WILLIAM TAWELL AND WILLIAM BEVAN.

MR. MORT

Has received instructions to sell by public auction, at his Rooms, George-street,
ON WEDNESDAY, THE 21ST INSTANT,
At 11 o'clock,
(Without any reserve whatever,)

The following Bank and other Stock, viz.:—

96 SHARES in the Bank of New South Wales, £50 paid up on each share, with the half-year's interest falling due on the 30th June instant.
30 Shares in the Commercial Banking Company, £50 paid up on each share, with the interest accruing from 1st January last.
60 Shares in the Australian General Assurance Company, with the dividend payable after 30th instant.

☞ Mr. Mort invites the attention of capitalists to this important sale, as the whole will be sold to the highest bidder. All these Institutions are paying handsome dividends, and are really first rate investments.

The Shares will be put up in lots to suit purchasers, and the terms will be
CASH. 10112

THREE FIRST-RATE BUILDING PLOTS IN MACQUARIE-STREET.

OPPOSITE THE RESIDENCE OF MR. ATTORNEY-GENERAL PLUNKETT, AND ADJOINING THE ENTRANCE TO THE LEGISLATIVE COUNCIL CHAMBERS.

MR. MORT

Has instructions to sell by public auction, at his Rooms, George-street,
ON WEDNESDAY, 21ST JUNE,
At 11 o'clock,

THESE three very beautifully situated allotments, situate as above—each having frontages of about 32 feet by the great depth of 121 feet.

☞ There are few sites for building a comfortable residence upon which are so advantageously situated as the above, being in the most salubrious and delightful part of the city, in the immediate neighbourhood of the Government Gardens and Domain, the Baths, the Library, the Council Chambers, the Racecourse, and the Supreme Court—and yet at the very threshold, as it were, of the busiest parts of the mercantile portions of the town.

THE TERMS WILL BE LIBERAL.

☞ Full particulars as to title (which is a good one) may be had on application to the auctioneer. 10094

ALLOTMENTS AT PADDINGTON CLOSE TO GORDON'S MILL,

ON THE SOUTH HEAD ROAD, AND NEAR THE MILITARY BARRACKS.

MR MORT

Will sell by public auction at his Rooms, George-street, on
WEDNESDAY, 21ST JUNE,
At 11 o'clock,

FIVE allotments of well-situated building land, having frontages varying from 30 to 60 feet by depths of 90 to 100 feet.

Terms:—A small cash deposit, and the residue on a liberal credit.

☞ This is a capital chance for mechanics and working men. 10056

FOR IMPERATIVE SALE.

(BY ORDER OF CHARLES WINDEYER, ESQ.)

THE SPLENDID STATION "TABULAM,"

AND SEVEN THOUSAND SHEEP.

MR. MORT

Will sell by public auction, at his Rooms,
ON THURSDAY, 29TH JUNE,
At 12 o'clock precisely,

7000 SHEEP and the Station of "TABULAM."

The details of this magnificent property are voluminous and explicit, and are open to the perusal of any applicant. The following is a brief abstract thereof.

THE STATION OF "TABULAM"

is situate on the borders of New England, (distant from Tenterfield only 40 miles,) and within 80 miles by good road on the shipping port of the Clarence. Amongst the many erections and improvements upon the head station is

AN EXCELLENT COTTAGE

built of weather-boards and shingled, lined throughout with cedar, having spacious verandah, detached kitchen, store, and all necessary outhouses, the whole being as comfortable and complete a residence as any one can require. Attached is an

EXCELLENT GARDEN,

beautifully laid out, and containing a choice collection of flowers, shrubs, and fruit trees, the latter in full bearing.

Further, there are the following necessary additions, making the establishment most complete:

Splendid wool-shed, 90 feet by 18 feet, with shearing-floor, drafting-yards, &c., substantially built of slabs and newly thatched.
A powerful wool-press, with blocks, capstan, wool boxes, &c.; also, sorting screen
A sixty-acre horse paddock
Wheat paddock of 20 acres thoroughly stumped—the soil rich alluvial
Wheat shed
Large and substantial stockyard.
Fowl-houses, piggeries, &c., &c.

THE OUT-STATIONS

are all supplied with first-rate huts, yards, &c.

☞ There is no place in the colony possessing greater advantages than this for the getting up of wool, from which circumstance, coupled with the quality of the wool, Mr. Windeyer's clip has for years commanded prices in the English market scarcely obtained by any other grower. A reference to the wool catalogues will fully bear out this statement.

THE STATION HAS AMPLE PASTURAGE AND WATER FOR 12,000 TO 14,000 SHEEP.

THE SHEEP, WELL KNOWN AS THE BEST IN THE COLONY,

Consist of the following:—

1525 Ewes, 5 years old and upwards
912 Ditto, 4 and 5 years
656 Maiden ditto
488 Eighteen months ditto
1077 September ewe lambs, (will be eight months old on delivery)
676 Wethers, 3 years old and upwards
488 Ditto, eighteen months old
995 September wether lambs (same age as ewe lambs)
120 Old and lame sheep
309 Superior rams; these rams command a ready and remunerative sale for the northern districts.

7246 more or less.

☞ The establishment is most complete in farming implements, utensils, furniture, working bullocks, drays, horses, stores, &c.

From the particulars above furnished, some faint idea is given of a property which, to be properly estimated, must be inspected. Mr. Windeyer has spared neither pains nor money to render it complete; indeed, he has spent almost a fortune in bringing this establishment into its present high state of working order.

N.B.—Parties having a wish to purchase may negotiate as to terms of payment with the auctioneer, who will further give all necessary information which intending purchasers may require.

And Mr. Mort particularly directs attention to the fact that the sheep will have

NEARLY A WHOLE FLEECE UPON THEM. 10097

BY ORDER OF THE EXECUTORS OF THE LATE SAMUEL BLACKMAN.

PRELIMINARY NOTICE.

7000 FINE BRED SHEEP,

AND THE LEASE OF

THE FREEHOLD PROPERTY OF "TUENA."

MR. MORT

Will sell by public auction, at his Rooms,
ON THURSDAY, 29TH JUNE,
At 12 o'clock,

7000 SHEEP, and a lease of the freehold property of "Tuena," comprising 4000 acres; (situate about fifty miles west of Goulburn) which with the adjacent Crown lands will run fully
14,000 SHEEP.

It is one of the best sheep farming properties in the colony, and the sheep are warranted sound and never to have been diseased. Bullocks, drays, implements, &c., may be taken at a valuation.

Also,

DELIVERABLE AT "BIGGAR,"

About twenty miles from the above-named station

200 HEAD OF CATTLE, quiet and well bred
30 Horses.

Full particulars will appear in the next advertisement. 10099

THE ENCHANTING RESIDENCE AND GROUNDS.

KNOWN AS

"LLANGOLLEN."

MOST DELIGHTFULLY SITUATED AT THE GLEBE POINT, SUFFICIENTLY AWAY FROM THE CITY TO ENJOY ALL THE ADVANTAGES OF THE COUNTRY, AND YET ONLY DISTANT FROM IT A FEW MINUTES, WALK OR DRIVE.

MR. MORT

HAS received instructions to sell the above beautiful property by private contract.

This charming abode is at present in the occupation of Michael Metcalfe, Esq., at a rental of £120 per annum, and situate at the Sydney Glebe Point, overlooking the waters of Johnson's Bay, and commanding a most extensive view of the various bays in the neighbourhood, Woollcomoolloo, Berry Hills, and the more picturesque scenery in the immediate vicinity.

The House is faithfully built of the most substantial stonework, and comprises dining and drawing-rooms, four good bed-rooms, kitchen, two servants' bed-rooms, store-room, pantry, scullery, and two excellent cellars, —all fitted up in a style of convenience and comfort seldom to be met with in the colony.

It is approached by a circular carriage drive, and stands upon a raised terrace, the ascent to which is by a very handsome flight of stone steps, leading to a verandah built in the Italian style, and measuring 60 feet in length by 8 feet wide, into which the dining and drawing-rooms have entrance by French windows.

In the rear is a coach-house, two-stall stable, with roomy loft, fowl-house, yard, poultry yard, and a well of purest water, the supply of which is never-failing.

The grounds occupy about one and a-half acres, ornamentally laid out in shrubbery, flower, and vegetable gardens, sloping down to the waters of the Bay, which forms its boundary. There is a wharf of one hundred and eighty feet in breadth, with jetty for pleasure boat, and the stone work is laid for a bathing-house.

The beautiful grounds of Mr. Hart, Mr. Betts, and Mr. Alderman Allen, almost adjoin this property, the locality of which, both for healthiness and convenience cannot be surp